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ITINERARY AND DIRECTORY

FOR

WESTERN INDIA,

BEING

A COLLECTION OF ROUTES

THROUGH

THE PROVINCES SUBJECT TO THE

PRESIDENCY OF BOMBAY,

AND

THE PRINCIPAL ROADS

IN THE NEIGHBOURING STATES, &c.

WITH

103409

AN ALPHABETICAL INDEX,

TABLES OF MISCELLANEOUS INFORMATION,

THE POST OFFICE REGULATIONS,

THE RATES OF HIRE,

&c. &c.

BY

CAPTAIN JOHN CLUNES,

12th REGIMENT BOMBAY NATIVE INFANTRY.

CALCUTTA:

PRINTED AT BISHOP'S COLLEGE PRESS, BY H. TOWNSEND.

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PREFACE.

IN a work of this nature, consisting entirely of the minutest detail, the materials of which are derived from different and often conflicting authorities, perfect accuracy cannot reasonably be expected. My object has been in every instance to make such an approximation to the truth as may be sufficient for every practical purpose; and, as no labour has been spared in the attempt, I feel assured that it will be found on experience that I have generally succeeded.

The statistical information has been principally communicated by Gentlemen whose situation and official employments enabled them to supply it, and to whom I submitted the bare skeleton of the Routes for that purpose. In some instances the population is stated from actual investigation, while in others the number of houses and shops is given on conjecture only. Particular circumstances however affect the correctness of both. The Routes through Malwa and the adjacent Provinces were principally measured during the years 1817, 1818, and 1819, when the country was slowly recovering from a state of anarchy; and the same observation applies nearly to Khandes.* The Routes in the Deccan were collected during the years 1823, 1824, and 1825, at a time when many of the districts were greatly depopulated by the united effects of cholera and famine, and the survivors abandoned their homes from the apprehension of those dreadful evils. During this eventful period some districts were for many months almost entirely deserted, while those adjacent obtained a small increase of population.

* It will be observed that the spelling of names varies in different parts of the work; for instance Ahmednuggur, Nassik, Kallian, &c. When part of the work had been struck off, it occurred to me as an improvement to dispense in some cases with the double consonant which custom has sanctioned.

In the Alphabetical Index to the Towns, &c. which occur in the course of the work, I have endeavoured to add the names of the province in which they are respectively situated. I am, however, not so well acquainted with geographical boundaries as to suppose my arrangement free from the errors. Of the ancient division of the country into Sirkars, Prants, and Soobhas, y Full information might perhaps have been obtained from the old territorial records in the office at Poona, but the labour of examining them would have been immense, and the result more an object of curiosity than utility. I have therefore adopted those names for provinces or divisions of the country with which most of us are familiar. It will be requisite however to mark the limits of those divisions with some degree of accuracy.

Beginning at the South, I have distinguished by the name of Carnatic the country south of the Toombudra.

That river indeed in its whole course forms the best southern boundary to this Presidency that can be contemplated. The numerous southern Jageerdars of the Mahratta State who all reside north and west of it, possess the greater part of the territory as far as the Bheema.

The name of Doab, better known as the Southern Mahratta country, I have applied to the territory between the Toombudra and Krishna rivers above the Ghats, not however including such part of the territories of the Kolapoor and Sattara Rajahs as are situated within these limits.

The Kolapoor Rajah's country is divided from that of the Sattara Rajah by the Warna river, and generally from the rich and populous country of the Southern Jageerdars by the Krishna. The Sattara territory extends to Pundurpoor on the east, and is separated by the Neera river from the country I have distinguished by the name of Deccan.

For the proper limits of the Deccan I refer my readers to Hamilton's Hindoostan, or other works of authority, the tract to which I have given that name includes only the Collectorships of Poona, Ahmednuggur and Sholapoor. The province of Beder is to the east of this.

North of Beder, bounded by the Deccan on the west and Berar on the east, is the Nizam's portion of the ancient Sirkar of Aurungabad, which formerly extended to the Ocean. This territory I have distinguished by the name of Nizam's in the Index. But throughout the Routes, besides the entire provinces of Beder and Hydrabad, there are many towns in the Deccan, and Southern Mahratta country, which belong to his Highness. The whole of Berar also, west of the Wurda river, from its source to its junction with the Godavery, belongs to the Nizam, while the territory on the east bank belongs to the Rajah of Nagpoor.

Khandes, the highly fertile but still desolate valley of the Taptee, has the Sautpoora range of hills for its northern boundary, and the Indyadree or Chandore range for its southern. Meiwar I conclude to form part of Khandes. Nemaur is that part of the valley of the Nerbudda comprehended between the Sautpoora and the nearest part of the Vindhia range, the north bank forming part of Malwa.

The Attaveesee is sometimes distinguished as part of Gujerat, of which it contributes to form the southern military division, and occasionally is mentioned as part of the Northern Konkan; the name is applied in the present work to the country between the Taptee and Damungunga.

By Gujerat I intend the countries between Malwa on the east and the two Runs on the west, and from the Taptee to the province of Sirowi. The four provinces in the Gujerat peninsula I have included under the name of Katteeawar, of which Okamundel is an insulated portion. Wagur is separated from Kutch Proper by the river Sahrun, and Mooltan from the latter by an extensive Run.

These geographical limits are merely assumed as best suited for this work. Had I attempted more minute divisions, I should often have been led into error, while those which I have adopted are sufficiently distinct for the purposes of the ordinary Traveller and my brother Officers.

It will be readily perceived that I have followed no particular system of orthography. I have not ventured to alter the spelling of such words, or names of places,

as long usage and a kind of official sanction have made familiar, however incorrect. An uniform system of representing oriental words in the Roman character is unfortunately still a desideratum; and though every one feels the inconvenience, every succeeding attempt seems only to render it more hopeless. The critic in orthography must not be offended if occasional violations of every system occur in the present work.

JOHN CLUNES.

INDEX TO THE ROUTES.

Stations.	Routes.	Numbers.	Distances. M.	F.
Bombay.....	To Poona and Ahmednuggur, via Panwell,.....	I.	148	3
	To Tannah,.....	II.	23	5
Tannah.....	To Surat, *along the coast*,.....	III.	167	6
Kallian.....	To Aurungabad, via Malsej ghat, and Sungumnair,.....	IV.	184	5
	To Ahmednuggur, via Malsej ghat and Joonur,.....	V.	130	0
	To Seroor, via Malsej ghat and Joonur,.....	VI.	111	0
Poona.....	To Surat, via Nassik and Rowra ghat,.....	VII.	254	7
	To Surat, *usual marches of a corps by the inland road*,...	VIII.	290	5
	To Surat, via Panwell and Bhewndy, *dâk and marching route*,.....	IX.	256	3
	To Kallian, via Koosoor ghat,..	X.	75	1
	To Joonur or Joonere,.....	XI.	50	1
	To Maligaon, via Kopergaon,..	XII.	168	5
	To Dhoolia, via Kopergaon,...	XIII.	201	0
	To Aurungabad, via Soopa, Ahmednuggur, *dâk route*,...	XIV.	144	2
	To Aurungabad, via Ahmednuggur, and Neemba-Dehra ghat, *gun road*,.....	XV.	152	7
	From Ahmednuggur to Wamboory, via Dongurgun,.....	——	14	0
	To Aurungabad, via Sikrapoor, Jamgaon, and Nimba-Dehra ghat,.....	XVI.	140	1
	To Jaulna, via Aurungabad,..	XVII.	185	0¼
	To Jaulna, via Ahmednuggur, and Moongee-Pytan,.....	XVIII.	182	6

Stations.	Routes.	Numbers.	Distances. M.	F.
Poona.....	To Sholapoor, via Indapoor,...	XIX.	157	6
	To Sholapoor, via Dewee ghat, Neera bridge, and Pundurpoor,.....	XX.	157	0
	To Secundrabad, via Sholapoor, and Nuldroog,.....	XXI.	349	5
	To Secundrabad, via Tooljapoor,	XXII.	344	2
	To Mominabad, or Ambajogaee, via Pautus, and Khurda,....	XXIII.	175	2
	To Sattara, via Katruj ghat,...	XXIV.	64	5
	To Belgam by the Bhor ghat, Koraigaon, *and crossing the Krishna at Erroor*,.....	XXV.	241	5
	To Belam, via Sattara, Kurarh, Islampoor, Alta, and Nugurmanowlee,.....	XXVI.	213	2½
	To Dharwar, via Tasgam, Erroor, and Padshapoor,.....	XXVII.	268	0
	To Malwan, via Kurarh, and Anuskoora or Ankoosra ghat.	XXVIII.	212	0
	To Malwan, via Kolapoor, and Phonda ghat,....,.....	XXIX.	214	0
	To Dapoolee, via Sewuttee ghat. and Mhar,.....	XXX.	97	7
	To Rutnageery, via Sewuttee ghat,.....	XXXI.	163	2½
	To Gorégaon on the Bankoot river, via Koomba ghat,.....	XXXII.	65	5
	To Gorégaon, via Deo ghat,...	——	56	5
	To Neepanee,.....	XXXIII.	211	6
	To Nagotna, via Sayu ghat,...	XXXIV.	63	4
	To Khandala, by Kasarsaee,...	XXXV.	39	6
Ahmednuggur	To Nasik, via Sungumnair,....	XXXVI.	97	3
	To Kopergaon,.....	XXXVII.	61	7
	To Maligaon, via Pooltamba, and Kasaree ghat,.....	XXXVIII.	119	0
	To Dhoolia, by Pooltamba or Poontamba and Kasaree ghat	XXXIX.	140	5
	To Sholapoor,.....	XL.	129	3
	To Sattara, via Pautus,.....	XLI.	120	0
	To Gunga-khair, via Daroor ghat, *marches of the Light Division in* 1818,.....	XLII.	151	6
Seroor.....	To Panwell, via Chakun, and Tullehgaon,.....	XLIII.	96	3
	To Sattara,.....	XLIV.	87	5

Stations.	Routes.	Numbers.	Distances. M.	F.
Seroor.....	To Pundurpoor, via Tembhoornee,.....	XLV.	112	1
	To Kopergaon,.....	XLVI.	89	7
Dhoolia.....	To Boorhanpoor,.....	XLVII.	103	6
	To Nusseerabad, and Burrungaon,.....	XLVIII.	80	2
	To Mulkapoor, ...	XLIX.	102	5½
	Via Bhurgaon to Adjunta ghat	L.	84	0
	Via Ammulnair and Chopra to Dhoolkot,.....	LI.	73	5
	To Mhow, via Sindwa ghat, and Mundleysir, ...	LII.	155	7½
	To Gaulna,.....	LIII.	24	1
	To Bhewndy, via Malligaon, Chandore and Nasik, ...	LIV.	179	6
	By Mehoonbarra, and Gowtalla ghat, to Aurungabad, ...	LV.	90	5
	To Aurungabad, via Mehoonbara and Untoor,.....	LVI.	102	4
Aurungabad..	To Bhewndy, via Kopergaon, Nassik, and the Tull ghat,..	LVII.	184	0
	To Surat, via Rowra ghat, ...	LVIII.	230	5
	To Malligaon,.....	LIX.	96	6
	To Malligaon, via Undersool and Unky-Tunky,.....	——	95	0
	To Nagpoor, via Jaulna, Bassim, Karinjah, and Oomrawuttee,.....	LX.	319	6
	To Nagpoor, via Jaulna, Bassim and Karinjah,.....	LXI.	308	7
	To Nagpoor, via Oomrawuttee,	LXII.	286	1
	To Hingolee, via Jaulna,.....	LXIII.	139	0
	To Secundrabad, via Jaulna, Oodgeer, and Gunga-khair,	LXIV.	304	6
	To Asseergurh, ...	LXV.	147	2
	To Mhow, via Asseergurh crossing the Nerbudda at Ravere, and through Simrole ghat,.....	LXVI.	274	0
	To Mhow, via Asseer, Mundlaisur, and Jaum ghat,.....	LXVII.	258	5
Sholapoor....	To Sattara, via Pundurpoor, and Kulèdhon, ...	LXVIII.	148	6
	To Dapoolee, by Pundurpoor, and the Koombhurlee ghat,	LXIX.	222	0

Stations.	Routes.	Numbers.	Distances. M.	F
Sholapoor....	To Sattara, ...	LXX.	131	4½
	To Nagpoor, via Tooljapoor, Daroor, and Neermul,.....	LXXI.	438	5
	To Jaulna, via Bheer, ...	LXXII.	164	5
	To Beejapoor, ...	LXXIII.	68	0
Pundurpoor....	To Beejapoor, ...	LXXIV.	68	4
Sattara.....	To Dapoolee, via Amboolee ghat	LXXV.	67	0
Belgam.....	To Kurarh, via Meritch,.....	LXXVI.	128	2½
	To Sholapoor, via Kulladgee and Beejapoor, ...	LXXVII.	203	5½
	To Sholapoor, via Korbetta, Jumkundee, and Beejapoor,	LXXVIII.	192	0½
	To Sholapoor, via Padshapoor, Teerdal, Ghota and Beejapoor	——	191	7
	To Dharwar, ...	LXXIX.	50	2½
	To Dharwar, via Saugolee,....	——	50	1½
	To Bellary, via Dharwar,.....	LXXX.	199	4½
	To Hurryhur, via Dharwar. ...	LXXXI.	145	4½
	To Goa, via Toorkawaree, Patna, and Ramalingum Pagoda,	LXXXII.	65	7
	To Vingorla, via Ram ghat,....	LXXXIII.	75	7
Dharwar.....	To Sholapoor, via Kulladgee, and Beejapoor,.....	LXXXIV.	196	1
Malwan.....	To Dapoolee,.....	LXXXV.	169	6
Sukurpa.....	To Raepattan,.....	LXXXVI.	26	7
Viziadroog....	Via Amboura and Boura ghat, to Salwun, ...	LXXXVII.	58	4
Rutnageery..	To Mulla, or Tewra ghat, by Sungumeshwur,.....	LXXXVIII.	41	1
	To Mulkapoor, via Amba ghat,	LXXXIX.	48	2
Kamta.....	To the top of Rangna ghat....	XC.	33	2
Kher.....	To Dassgaon, ...	XCI.	27	6
Dassgaon....	To the top of Seo ghat,.....	XCII.	23	7
	To Nagotna, or Nagotanna,...	XCIII.	38	0
Panwell.....	To Oorun or Karinja, ...	XCIV.	24	7
	To Penn, ...	XCV.	21	6
Kalian.....	To Panwell,.....	XCVI.	19	7
	To Seedgurh and Goruckgurh,	XCVII.	33	0
	To Boputgurh, ...	XCVIII.	64	3
	To Raj Mauchee,.....	XCIX	38	5
Bellapoor.....	To Perseik, along the east bank of Tannah Kharee,.....	C.	14	1
Mhow.....	To Neemuch, via Kutchrode, and Mundisoor.....	CI.	154	4½
	To Bhopalpoor, via Indore and Oujein, ...	CII.	126	7

Stations.	Routes.	Numbers.	Distances. M.	F.
Mhow.....	To Saugur or Saugor,.....	CIII.	231	5
	To Bhopal,.....	CIV.	130	7
	To Hoosingabad, via Sehore,..	CV.	170	0
	To Hoosingabad,.....	CVI.	139	2
	To Pertaubgurh,.....	CVII.	142	2½
	To Agra, (*stages*).....	CVIII.	415	4
Surat.....	To Malligaon, (*stages to Songhur*),.....	CIX	142	7½
	To Mhow,.....	CX.	274	2
	To Boorhanpoor, via Songheer,.....	CXI.	265	5
	The Route to Kookurmoonda, Rauneepoor, and Dhergaon, from Nundoorbar,....	——	28	1
	The Route to Sooltanpoor, from Nundoorbar,.....	——	27	2
	To Baroche and Baroda,.....	CXII.	88	7
Baroche.....	Kaira, via Jumbooseer,.....	CXIII.	82	1
Baroda.....	To Mhow, via Oodeepoor,.....	CXIV.	232	4½
	To Rutlam, (*marching route,*).	CXV.	183	4
	To Oujein,.....	CXVI.	249	6
	To Neemuch,.....	CXVII.	254	1
	To Ahmedabad, and Kaira, (*Stages*).....	CXVIII.	69	5
	To Raunpoor, via Booroo, and Dundooka,..	CXIX.	114	5
	To Raunpoor, via Dholka, Nandodra, and Limree,.....	CXX.	149	3
	To Anjar, via Dholka, Nandodra, and Hulwad,.....	CXXI.	256	1
	To Anjar, via Dholka, Limree, Wurdwan, and Hulwad.....	CXXII.	283	1
	To Jooria, via Raunpoor,.....	CXXIII.	217	4
	To Joonagurh, via Raunpoor,	CXXIV.	231	5
	To Poorbundur, via Raunpoor, Jaitpoor, and Gunnod,.....	CXXV.	283	4
	To Morwee, (*stages*).....	CXXVI.	188	5
	To Gogo, (*stages*).....	CXXVII.	160	7
	To Malligaon, via Essarbaree ghat (*a marching route, estimated*).....	CXXVIII.	220	1
	To Malligaon, (*another marching route, estimated*).....	——	228	1
Kaira...	To Godra, (*stages, estimated*)..	CXXIX.	75	3
	To Tunkaree, via Jumboosur, (*estimated*).....	CXXX.	65	2

Station.	Routes.	Numbers.	Distances. M.	F.
Kaira	To Beejapoor	CXXXI.	65	2
	To Rajkot, (*estimated,*)	CXXXII.	136	7
Ahmedabad	To Deesa, (1809)	CXXXIII.	103	4
	To Bhooj,	CXXXIV.	245	0
	To Nuggurparkur, (*round the head of the Run*)	CXXXV.	227	5
	To Nuggurparkur, (*across the Run,*)	CXXXVI.	172	7
Tunkaree Bundur	To Baroda, (*stages*)	CXXXVII.	47	2
Tunkaree	Baroch,	CXXXIII.	41	0
Cambay	To Tunkaree Bundur, and Jumboosur, via Kavee,	CXXXIX.	23	0
Gogo or Gogeh	To Palitanna,	CXL.	35	2
	To Rajkot,	CXLI.	116	0
	To Poorbundur, via Umraily, Jaitpoor, &c.	CXLII.	192	6
	Along the coast to Mhowa,	CXLIII.	72	7
Mangrol	To Poorbundur, (*along the coast*)	CXLIV.	52	7
Jafferabad	To Gogla, (*opposite to the island of Diu*)	CXLV.	43	4
Puttun Somnauth, or Puttun Villowel	To Poorbunder,	CXLVI.	26	0
Rajkot	To Joonagurh, via Goondul, and Jaitpoor,	CXLVII	65	6
	To Jooria Bundur, (*estimated*).	CXLVIII.	42	4
	To Morvee,	CXLIX.	43	2
Poorbunder	To Rajkot,	CL.	99	5
Nowanuggur	To Muddi, in Okamundel	CLI.	73	6
	To Joonagurh, (*stages*)	CLII.	100	4
	To Mallia, and Waundia,	CLIII	86	4
Bhooj	To Luckput Bunder,	CLIV.	81	2
	To Mandavee,	CLV.	38	2
	To Anjar,	CLVI.	28	1
Deesa	To Mhow, via Pahlanpoor, Ahmednuggur, Morassa, Loonawarra, Dohud, and Jubbooa	CLVII.	327	0½
	To Mhow, and Oujain, via Doongurpoor, Banswarra and Rutlam,	CLVIII.	306	4
Deesa (Camp)	To Aboo,	CLIX.	258	1
Pahlanpoor	To Nusseerabad Cantonment near Ajmeer, via Kallundree,	CLX.	258	1

Stations.	Routes.	Numbers.	Distances. M.	F.
Neemuch	To Nusseerabad Cantonment, near Ajmeer, ...	CLXI.	145	0
	To Muttra,.....	CLXII.	304	6
	To Jeypoor, (*estimated*)	CLXIII.	179	5
Oodeepoor.....	To Ajmeer, via Joudpoor, *....	CLXIV.	281	2
Bhopal.....	To Agra,.....	CLXV.	323	3
Mominabad..	To Jaulna, via Rakshusbowan,	CLXVI.	118	7
	To Aurungabad,.....	CLXVII.	128	5
	To Rampoory (*r. b. Godavery,*)	CLXVIII.	56	7
	To Hingolee, via Gunga-Khair,	CLXIX.	95	1
Jaulna.....	To Adjunta,.....	CLXX.	53	6
	To Ellichpoor,.....	CLXXI.	152	6
Ellichpoor...	To Nagpoor,.....	CLXXII.	118	2
	To Neempanee.....	CLXXIII.	67	5
Asseerguh....	To Hoosingabad,.....	CLXXIV.	153	0
Nagpoor....	To Hoosingabad, via Pandoorna, Baitool, Mooltye, and the Neempanee ghat,.....	CLXXV.	146	7
	To Allahabad, via Jubulpoor, the valley of Myheer, Punna, Banda, and Futtypoor,.....	CLXXVI.	514	1
	To Secundrabad, via Hingun ghat, Neermul and Balkonda,	CLXXVII.	315	6
	To Secundrabad, via Bassim and Nandair,.....	CLXXVIII.	413	5
	To Chanda.....	CLXXIX.	99	7
Hydrabad	To Sholapoor, via Malkair, Kalberga, and Ukulkot, (*stages*),	CLXXX.	206	7
Secundrabad...	To Fort St. George, by Kurnool, Kudapa, and Nagree.....	CLXXXI.	420	4

* This route is direct from Oodeepoor to Joudpoor, which last place lies about N. W. of the former; the route then turns east from Joudpoor to Ajmeer.

ROUTES TO CALCUTTA AND MADRAS FREQUENTED BY PALANKEEN DAK TRAVELLERS:

Bombay to Calcutta, via Hydrabad,..... I.
Bombay to Madras, via Dharwar and Bangalore, ... II.
Bombay to Madras, via Dharwar, Bellary and Kudapa, ... III.

EXTRACT FROM THE POLICE REGULATIONS AT MADRAS REGARDING HAMALS:

Bombay to Mahabulisur,..... IV.
Bombay to the Nilgherry Hills, via Cannanore..... V.

Note.—In a few instances the distances in this Index differ from the Routes, the occasion of which will be shewn hereafter in a list of Errata. Both the distances and orthography however, of the Index, may be considered as the more correct of the two.

ITINERARY AND DIRECTORY

FOR

WESTERN INDIA,

BEING

ROUTES

THROUGH

THE DECCAN, KONKAN, CARNATIC, KHANDESH, GUJERAT, CUTCH, AND MALWA, WITH SOME OF THE PRINCIPAL ROADS IN RAJPOOTANA, THE PROVINCES OF AGRA, ALLAHABAD, GONDWANA AND THE DOMINIONS OF HIS HIGHNESS THE NIZAM.

ABBREVIATIONS:—*h. houses,—s. shops,—t. or ts, tank or tanks,—w. or ws. well or wells,—R. river,—N. nulla,—s. v. small village,—r. right,—l. left,—r. b. right bank,—l. b. left bank,—f. furlongs,—P. or D. if the place gives name to a pergunna or district,—des. deserted,—dew. for dewusthan, if the place belongs to a Hindoo religious establishment,—dh. if a dhurmsala is known to be in the place,—and ch. if a chowry,—B. Bungalow,—(dâk) station of dâk runners,—Cr. or cr. for cross,—asc. for ascend or ascent.—K. kusba or market town,—An asterisk* prefixed to the name of a place denotes it to be a usual halting place.*

PLACES, &c.	PLACES, &c.	Distance between. M. F.
FROM BOMBAY TO POONA AND AHMEDNUGGUR VIA PANWELL.	and Southern Konkan, Poona, and Bombay.	
There are public bungalows for travellers at each of the usual halting places.	Cross Gaudeh *R. flying bridge*	1 5
Embarking at low water the voyage to Panwell is accomplished in from 3½ to 6 hours. The passage to Bombay is very uncertain, often occupying 8 or 10 hours in the fair, and 14 or 15 hours in the rainy season.	A branch of the Gaudeh *over which is a Shakespearian bridge, 170 feet in length between the standards, and also a flying bridge*.....	0 7
Northern Konkan.	Barao, *N. seldom unfordable*..	5 3
At the entrance of the Gaudeh or Panwell river, Belapoor is on the north, and Woolwa, a dâk station, on the south bank. From the first the road makes a circuit of nearly 12 miles, to avoid creeks. The road from Woolwa is also very bad, but it is only 5¾ miles to the river at Panwell, which is quite shallow near the town at low water, the only time that a traveller is likely to prefer a journey by land.	*Chouk, *(dâk) 163h. 8s. ws*....	4 3
	Chouk *R. stone bridge building*	0 4
	Bhur *R. bridge of masonry*....	0 7
	Cross *N.* to Kulota, *s. v*.....	2 7
	r. 2 *f.* Khalapoor, *175h. 6s. 3ts.*	2 1
At Panwell is the first traveller's bungalow, and two taverns. There is also a Post Office Writer to separate the packets for the Northern	Note.—A road branches off hence to Karunja or Ourun, viz. to Aptah 13 miles, and Ourun 16¼ miles further.	
	Cross Putulgunga, *stone bridge.*	1 1
	Pass Hull, and Cr. Moolgaon *R.*	2 1

Places, &c.	Distance between. M.	F.
Khopoolee, 38*h.* 20*s. t. bottom of the ghât*	2	2
Note.—There is a native house here for travellers, but it is by no means a comfortable place of accommodation.		
Ascent of the Bore ghât	3	1
Poona Collectorship:		
* Khundala, (*dâk*) 50*h.* 12*s. t.*	1	3
* *r.* 4*f.* Loonowlee, 20*h. t.*	2	4
Wulwun, 25*h.* 5*s. t.*	1	0
l. 3*f.* Waksaee, 18*h. ws.*	2	1
* Karlee, 42*h.* 8*s. t.*	1	7
Note.—Some excavated Jain temples are in the mountain about 1¼ mile north, and the hill forts of Lohagurh and Eesapoor are 3 miles south.		
Challon's bridge over Indraownee *R.*	2	4
Note.—This is a substantial bridge built entirely of stone, about 400 feet in length, and consisting of 17 arches.		
r. 4*f.* Pathurgaon, (*dâk*) 11*h.*	0	4
Kurkala, 25*h.* 1*s. Indraownee*	2	3
Nygaon, 15*h. ws.*	1	2
* Wargaon, (*dâk*) 50*h.* 8*s. t. and ws.*	4	4
Through a Khind	4	0
Note.—Tulignon 1,500*h.* chief town of Dhabarry's, is on the left 4*f.* Two English gentlemen taken at Wargaon in the war of 1817-18, by a body of the Peshwa's horse, were barbarously executed by them at this place. Here a road branches off to Chinchoor, dist. 9m. 5f. from which place to Dapooree, via Peepree, is 5½ miles, over an indifferent road. From Dapooree to the Sungum is 4¼ miles.		
Chinchoor is the residence of and with its dependent villages belongs to a person, who, enjoying the distinction of an hereditary incarnation of the Hindoo deity Gunesh, is worshipped by one of the most numerous of the Hindoo sects, the Gunputyas, and is hence known by the appellation of Living God.		
Keula, 40*h.* 2*s. Paona R.*	4	7
Rawut, *Chinchoorkur's*, 25*h.* 1*s. l. b. Paona R. which cross to*		
Poonowla, 30*h.* 2*s.* (*dâk*)	2	4

Places, &c.	Distance between. M.	F.
Tatora, 25*h.* 1*s. Neelkunt Shastry's*	1	0
Cr. Moota *R.* to Awoond, 3*s.*	5	7
Gunesh-khind, *temple on the right*	2	3
Note.—This place gives name to the first battle of the war of 1817-18, between the British and the Peshwa, which took place in the plain east towards Khirkee, 5th November 1817.		
Cross Moola *R. flying bridge*	2	3
Note.—The city of Poona close in the right, and ruins of the old Residency on the left, burnt by the Peshwa's troops when hostilities commenced.		
Travellers Bungalow	0	6
Note.—From the Travellers Bungalow near the entrance of cantonments, to the church, is 1½ mile, and the continuation of the road to the ruins of Sindhia's Palace, near which the cantonment ends, is 1½ mile further. An excellent military road has just been completed from Panwell to Poona. This road separates from it to the right near Tulignon. The new road leaves the villages of Shelawaree, Kinaye, and Chinchooly close on the left, within the first five miles: Nigree, Akoordee and Chinchoor on the right in the next five miles: about the sixth mile further is Bosreegaon on the left; and at a distance of 3 miles on the right is Dapooree. This is the shortest road to Poona if the traveller has no wheel carriages. The new road continues from near Bosreegaon, passing Kullus, and crossing tht Khirkee bridge, making a difference of about 2 miles between Bosreegaon and the Sungum.		
Gorpudy, 90*h.* 1*s. ws.*	1	7
Moondwa, 50*h.* 1*s. Mootamoola*	2	3
Cr. Mootamoola *R.* at Khuradee, 100*h. ferry boat*	2	1
Wagholee, 275*h.* 7*s. ws.* (*dâk*)	3	4
* Lonee, *Dhumdheri's*, 80*h.* 3*s. ws.*	4	0
Cr. Bheema *R.* (*flying bridge*) to Koraigaon, *Holkar's*, 100*h.* 6*s.*	3	1

Places, &c.	Distance between. M. F.
Note.—A splendid obelisk in commemoration of the defence sustained here by the 2nd B. 1st Regt. B. N. I. (now 2d Regt.) with 2 guns served by Europeans, against the Peshwa's army on the 1st January 1818, stands on the right bank.	
Tuligaon warree, *des*.....	3 7
Cr. Yelnuddee to Sikrapoor, *K.* 200*h.* 8*s.*	2 4
* Koondapoor, 85*h.* 3*s. w.*	4 6
Ahmednuggur collectorship:	
Ranjungaon, *Gunputeechu*, 140*h.* 9*s. ws. dh.*	3 6
Kareegaon, 80*h.* 8*s. ws.*.....	4 1
Kurundwaree, 15*h. ws*.....	2 4
* Seroor, *cantonment*.....	3 3
Cross Goor *R. near* Hingnee, *Gorpara's Jageer*, 100*h.* 3*s.*	2 3
Duheetna, *Jageer*, 125*h.* 4*s. ws.*	3 2
Paudlee, 40*h.* 1*s. ws*.....	2 3
Kuroos, 50*h.* 2*s. ws*.....	2 4
* Cross Hunga *R.* near Ranjungaon, *Museedee: Sindhia's* and *Punt Suchew's*, 245*h.* 13*s.*...	6 3
Sarola, 45*h.* 2*s.*	6 2
Cr. *N.* to Aukoolnair *R.* 400*h.* 4*s. ws*.....	3 0
Sonwary, 15*h. ws*.....	3 1
Khergaon, *Sindhia's*, 30*s. ws*..	3 2
Cross Seena *R.* to Ahmednuggur, *Maleewaree Gate*.....	3 0
Total miles....	148 3

Note.—On the right of this gate is a monument, built in the wall by direction of Lady Hood, in memory of the three officers, (amongst whom was her relative Capt. Humberston Mackenzie,) H. M. 78th Regt. who fell in the escalade of the place in 1803.

The ferrymen at the different rivers are in the pay of Government, except at the Paona Moola, and Mootamoola rivers.

Places, &c.	Distance between. M. F.
II.	
From BOMBAY to TANNAH:	
From St. Thomas's Church in the Fort, Byculla Tank *on the left*	3 0
Parell House, *Governor's country residence*.....	2 2
Matoonga, *artillery cantonments*	1 4
Sion, *custom chouky (dâk)*	2 2
Note.—Sion is a small village at the N. E. extremity of Bombay Island. There is a small fort on an eminence to the right, commanding the arm of the sea, which divides the islands of Bombay and Salsette. Between the fort and road, there is a fine tank for the use of the public. Sion Causeway, connecting Bombay with Salsette, was erected during the administration of Governor Duncan, it is too narrow for carriages to pass in bad weather, and extends from one chokey to the other 4 furlongs.	
Island of Salsette:	
Note.—From the north end of the causeway, a horse road, but a very bad one, branches off N. and E. to the Trombay district, an insulated part of Salsette at spring tides, when the road is impassable.	
Koorla, *there is a bazar, and a commodious upper roomed house at the N. end of the village, belonging to Hormuzjee Bomanjee, the proprietor of the estate*	2 6
Note.—From Koorla a cart road in the fair season only, branches off to the S. E. to Trombay, distance 6 m. crossing a swamp overflowed by the sea at spring tides.	
A stone bridge over a small stream.....	0 7½
Road branches off to the left....	0 4½
Note.—The road continues in a W. direction for 3 miles to the village of Andharee, where it joins the W. high road extending through the island from Bandora to Ghorabunder, nearly 18 m. in a N. direction; and from thence W. by the river to Bassein, about 6 m. and thence N. to Surat, &c.	

Places, &c.	Distance between. M. F.
On this cross road, and a short distance from its junction with the Tannah road, there is a small bungalow to the left, also belonging to Hormuzjee Bomanjee.	
In passing along the W. high road, about a mile to the N. of Andharee, is the village of Ambolee, with a Portuguese church to the left; attached to the latter is a small room up stairs for the accommodation of gentlemen travelling; and a short distance further on, and to the left of the road, is the country seat of David Malcolm, Esq. about 1¾ miles N. E. of which, and to the right of the high road, are the Jogheshree caves, which are Brahminical, and somewhat similar to those at Elephanta.	
r. 2 *f.* Sankee, *s. v.*	0 1
Note.—A foot or horse road branches off E. to Mr. Ashburner's estate at Bhaudoop, about 5 m. distance, where the sugar-cane is chiefly cultivated, and there is an extensive arrack distillery.	
Toongwey tank, *on the right*	1 0½
Pospolee bridge, over a small stream flowing into the principal one, (near the bridge) which extends from Toolsee, near the Kanaree caves, to the Sion river.	0 7
r. 2 *f.* Pospolee, *s. v.*	0 4¼
Saye, *s. v.*, ...	0 5¼
Vehar, (*dák*) *ts.*	1 0
Note.—From the N. end of the village, opposite a small Portuguese church, a foot or horse road branches off to the left N. N. E. to the Kanaree caves distant 4½ miles.—The road passes a short distance S. W. of the little village of Toolsee, situated in the middle of a fertile valley (where there is a good encamping ground) and surrounded by hills clothed with beautiful foliage and jungle.	
The Kanaree caves are excavated on the W. and N. faces of a round hill connected with the principal ranges, in the midst of wild and most picturesque scenery. They consist of one large, and numerous small caves, all temples of Boodha. The largest, now a Portuguese church, contains two gigantic figures of Boodha 20 or 25 feet high. There is also a good horse road to the caves from the W. high road, branching off E. from the village of Poinsur.	
Small wooden bridge	0 6½
Top of Vehar hill, encamping ground to the right	0 4
Foot of Vehar hill	0 4
Note.—This is a steep descent, and called Vehar khind, a small but rapid torrent passes to the right of the road and down this hill: there is a small wooden bridge about 200 yards down the hill.	
Road winds along the E. foot of the Tannah hills, and passes over several low hills to a small wooden bridge.	1 1
Note.—Hence the road is perfectly level to Tannah.	
Pass three other wooden bridges to Naopara, ...	2 0
Small wooden bridge.	0 2½
Enter Tannah	0 1
Adawlut, *on the left*	0 4
Hence the road branches off over the esplanade, on the N. to Doneallee and Bhewndy via Colesette ferry: on the S. to Chendanee, and on the E. to the western gate of Tannah Fort	0 2
Total miles....	23 5
Note.—Tannah fort is situated on the W. bank of the river. It is an irregular pentagon with 5 strong bastions, to the salient angles of 3 of which are round towers. It has a wet ditch all round, excepting on the river side. It has also a counterscarp and glacis. There are two gates, one in the W. and the other in the E. curtain. In the fort there are good quarters for the commandant and officers, and roomy barracks, as well as a new hospital for the men.	
The garrison chiefly consists of part of the Invalid Battalion. The esplanade is spacious, and at its S. end are pendalls for 200 Sepoys: also a custom-	

house lately built on the bank of the river. Also on the esplanade, and opposite the N. W. angle of the fort is the lately constructed English church of St. James.

Tannah is the metropolis, or zillah station of Salsette and the N. Konkan. Its populatiou amounts to nearly 9,000, chiefly Hindoos.

III.

FROM TANNAH TO SURAT:

PLACES, &c.	Distance between. M.	F.
Church to the bridge over a N.	1	3
Wagbela khind	2	2
l. 1 *f.* Kasarwuduwlee, *Jageer*, 200*h.* 3*s.*	1	7
Wowula, *Jageer* (*dâk*) 200*h.* 3*s.*	0	5
Bhuederpara. 25*h.*	0	7
Across the Kharee or Tannah *R.* (7 *f. wide*) *at Gormal bunder*	2	0
Nagla, 35*h.* 1*s.*	0	5
Pass 3 Parahs to Moree, 30*h.* 1*s. N. in*	3	6
* Cr. *N.* to Kumun *K.* 100*h.* (*dâk*)	0	3
Cross Kamun *R.*	0	4
l. 4 *f.* Sendra, 100*h.* 1*s. ws.*	1	3
Rajowlee, 50*h. ws.*	2	1
Cross *N.* and *R.* to Gokair, 40*h.* 1*s.*	2	2
Cr. *N.* to Achola, 100*h.* 1*s. ws.*	1	4
* Cr. Kharee, to Soopara, *K.* (*dâk*) 400*h.* 40*s. sugar manufactory*	3	3
Tank near Baldow	2	0
AGASEE, *K.* (*dâk*) 350*h.* 25*s.*	2	1
Veturna Kharee or *R.*	2	3
Across to Duntoora, (*Datora*) *dâk*, 125*h.* 2*s. B.*	2	0
r. 3 *f.* Bhadwa, 30*h.*	4	5
r. 2 *f.* Durkoond, 25*h.*	1	2
Daanda, (*dâk*) 100*h.* 2*s.*	1	5
Cross Daanda *R.* or Kharee, (1 *f. wide*) *not fordable at high water, to Khelwee*, 300*h.* 1*s.* 20 *export dealers. Temple*	0	5
Cross Kharee to MAHIM, *K.* 1,200*h. dh.*	2	6
* *Cross Kharee, or N. (fordable)* to Seergaon, *K.* (*dâk*) 250*h.* 2*s. bungalow*	4	3
Satpatee, 40*h.*	2	3
Cross Satpatee *R.* or Kharee (*unfordable at high water*) *to Mooroomb*, 100*h.* 1*s.*	0	5
Nandgaon, 100*h.* 1*s.*	2	2
Aliawaree, 200*h.*	1	3
Nowapoora, (*dâk*) 100*h.*	1	2
Cross Bangunga Kharee or Nowapoora *R. unfordable at high water only*	0	5
At the Para of Oonbat, 25*h.* *cross Dar Kharee or N. unfordable at high water, to Phopurun*, 60*h. and passing Sawurrae, proceed to* Tarapoor, *K.* 350*h.* 15*s. dh.*	5	4
**Cross Karee, unfordable at high water only*, to Chinchin *K.* (*dâk*) 500*h. large bazar and bungalow*	0	4
Cross Kharee to Bar, 30*h.*	5	7
* *Pass Ugar*, 20*h. Tudeeala*, 30*h. and cross Sooree R. to* DANOO, *K.* (*Dahanoo*) *dâk*, 600*h.* 7*s. tank*	2	4
Pass Nurpul, 40*h. and Koom bharwaree, cross Kotembu Kharee, or Waghnudee, to Chicklee*, 40*h.*	5	3
Cross Budoree creek to Golwar, (*dâk*) 60*h.* 1*s.*	2	7
Cross two Kharees to Bordee, 200*h.* 3*s.*	2	3
Cross Jahye Kharee and *N.* to Gowand, 100*h. B.*	2	4
Deveré, 270*h.* 1*s.*	0	4
Cross *N.* to Old Oomurgaon, 200*h.* 1*s.*	2	2
*Oomurgaon, *K.* (*dâk*) 400*h.* 4*s. dh. bungalow*	1	0

Places, &c.	Distance between. M.	F.
Cross Kharee or *R. (never fordable) to Nargool, 350h. 2s. dh. and temple*	1	5
Cross Suroondee creek, *unfordable at high water only*	2	3
Pass Turgaon (20*h.*) to Moorooly, (*dâk*) 200*h.* 1*s.*	3	3
Cross a creek to Kulgaon, 35h. and passing Kulgaon waree. 25h. proceed to Phunsa, 200*h.* 1*s.*	3	4
Cross Moor Kharee (*boat*) to Kalye, 250*h.* 1*s.*	3	0
Note.—The best road from Oomurgaon to Kalye is along the beach.		
Cross Kalye R. by a very bad ford, and not fordable at high water, to Juepoor, 15*h.*	0	7
Suburbs of Dumun *or* Dumaun	1	6
* *North bastion of the fort*	0	5
Cross the Dumungunga by boat to chota Dumun	0	5
Note.—Damaun is a considerable sea-port belonging to the Portuguese, and is ruled by a Governor sent from Europe. The principal employment is ship building, for which there are slips on each side of the river.		
Murwar, 35*h.*	1	0
Cr. a Kharee and Baglan R. by boat to † *Koluck*, 100*h.* 1*s. dh.*	3	0
Para of Oodwar, 25*h.*	0	7
† Oodwar, *K.* (*dâk*) 250*h.*	0	4
Cr. Pureealee Kharee to Oomersary, 350*h.* 1*s. dh.*	4	3
Cross Oomersary Kharee or Narpar *R.* to †Dongree, 60*h.*	1	0
Pass Mugod, *des.* Soorwara, 70*h.* 1*s. and cross Ban creek to Para, 20h. and proceed to Shegwee, 200h. including about 100h. of blacksmiths*	3	1
Cross a *R.* and Kharee to Alar, 70*h.*	1	7
* Bulsaur *K.* (*dâk*) 1,200*h.* 20*s.* 12*h. of hamals, cutchery*	0	5
Note.—Vessels of 200 khundies come up at high tide.		
Cross Aroonda Kharee, Kalye and Kapree rivers	3	1
Over Bam R. bridge, and through a khind to Doomree, 40*h. and Rowla* (*dâk*) 100*h. much jungle*	3	4
Cross *N.* to Kapurwara, 60*h.*	1	5
Wahun, 50*h.*	0	5
Ford a branch of, and cross (*by boat*) *Kurara R.*	1	0
* Cross Kaveri *R. (by boat)* to Waguruz, (*dâk*) 200*h.* 3*s.*	0	5
Cross Muthur *R.* to Moré, 500*h. and* Bilee, 200*h. exclusive of about* 200*h. Marwary traders, Temple*	0	7
Cross Ambé *R. by boat to* Dewdha, 100*h.* 2*s.* *R.*	2	1
Cross *N.* to Dhumnusu, *Guikwar's*, 100*h.* 4*s.*	2	1
Kutcholee, 175*h.* 5*s.*	0	7
Versa, *Sucheenkur's*, 80*h.* 3*s.*	4	1
Cross Kunaec *R.*	0	6
Chupra, *Guikwar's*, 40*h. R.*	2	5
*Kaliawaree, *K.* 200*h.* 20*s. cutchery, dh.*	2	5
Katchawaree, 40*h.*	0	4
Cross Poorna R. by boat to Morkusba, 50*h.* 3*s.*	1	2
Asoondur, 30*h.*	3	3
Wara, 25*h.*	1	7
Posra, *Guikwar's*, 30*h.*	0	6
* Cross Latchpoor Kharee *by boat* to Latchpoor, 70*h.* 3*s. bungalow*	1	0
Sucheen, *K.* 100*h.* 3*s. tank*	2	2
Note.—This place, with dependent villages, belongs to an independent Nuwab.		
Pardee or Paldee, (*dâk*) 35*h.* 3*s.*	0	2
Cross Satwura Kharee to Oon, 50*h.* 3*s.*	2	1
Pass Bhestan and cross *N.* to Oodhna, 75*h.*	4	1

Places, &c.	Distance between. M.	F.
Surat, *Nosaree gate*	1	1
Total miles....	167	6

Note.—At the end of each usual stage from Duntoora inclusive to Dumaun, there are government bungalows for the accommodation of travellers, and at many of the intermediate places are commodious dhurmsalas. At Dumaun there is a bungalow in a garden on the N. side of the river, which a courteous application to the governor there will procure permission for the traveller to occupy.

At Bulsaur and Kaliawaree are the collector's cutcheries, and at Latchpoor a bungalow belonging to the Nuwab of Sucheen, but permission must be obtained in order to occupy any of these. Whether by the beach or inland route there is usually no want of forage or grain for a corps, and by the former there is no want of water from wells in any season. Carts with one pair of bullocks are procurable from stage to stage in the dry season, at the rate of one rupee a day, or a stage. When a kharee intervenes another cart is ready on the opposite bank to receive the baggage. From the excellent arrangements of the collectors, travellers meet with every civility and assistance from the local officers. The places marked† belong to the Rajah Umeer Sing of Maud wee. The country north of Dumaun is under Surat, and south of that place under Northern Konkan.

IV.

From KALLIAN to AURUNGABAD via Malsej ghat and Sungumnair:

Note.—Kallian, formerly the flourishing capital of Mahomedan power in the Konkan, contains now about 3,000 houses and 30 Borah's shops. The tomb of Mu,utubur Khan is worth seeing.

Places, &c.	Distance between. M.	F.
Cross Wuldhun *R.* to Shehur, *15h.*.....	2	4
Mahul, *12h. ws.*.....	1	0
Worpa, *15h. ws.*.....	0	7
Cr. *N.* to Khambu, *25h. 2ws.*..	1	0
* Cr. Oolassa *R.* to Rahata, *60h. 1s*.....	2	4

Note.—The Oolassa is broad, deep, and rapid in the rains, but contains little water in the dry season.

Goeelee, *15h. w*.....	1	0
Bapsee, *25h. ws.*	1	6
Kheelnee, *12h. ws.*	1	3
Cr. *N.* to Potgaon, *15h.*	2	2
Cr. *N.* to Kessoor, *16h.*	1	6
Wanjlee, *20h. w*.....	0	5
Cr. Moormaree *R.*	1	0
* Moorbar, *50h. 4s. ws. t*.....	1	4

Note.—Road from Goeelee, hilly, through thick jungle, but quite passable for a cart.

Murkyka Parah, *15h. w*.....	1	5
Nurhaee. *20h. w*.....	1	1
Cr. Moormaree *R.* to Sewla, *25h. ws.*	1	1
Cr. *N.* to Oomburparah, *15h. w*.....	2	3
* Newulparah, *50h. 2s. ws*...	1	0

Note.—Road level, winding among hills and free of jungle.

Cr. *N.* and *R.* to Ambola, *15h.*	1	7
Oomrolee and Bulegaon, *20h. ws*.....	2	7
Kheelkheelaka Parah, *12h. w*..	1	6
Takowra, *10h*...	0	4
Pass Tulloli, *20h. and cr. Kunukyera R. to* Wysakra, *40h.* ...	1	7

Note.—The road now begins to lead through a more hilly and jungly country.

Cr. *N.* three times, pass Phagnee, *20h.* and cr. *Kaloo R.*..	2	6
* Neharee, *20h. 1s.*	1	2

Note.—Road hilly and country wild. From Newulparah the road is parallel with the ghats.

Cr. Paroondi *R. and asc. 2 f*....	2	0
Koombulparah, *6h. w*.....	3	4
Cr. Kaloo *R.* to Teetubee, *12h.*	1	0

Note.—The Kaloo rises below Hurreechundur.

Places, &c.	Distance between. F.	M.
Cr. *N.* *bottom of the ghât*.....	1	5
Ascent of the Malsej ghât.....	1	2
Note.—The Malsej ghat may be said to commence at Teetubee, when the road first descending winds between high mountains. The ascent then begins and continues to the top 1¼ miles more, which is the extent of the ghat properly so called. From the top the road leads through a valley between high ranges of mountains to Murra. The Malsej ghat is perfectly passable by camels and elephants, but being steep, and, in some places narrow, with a precipice on one side, their loads require to be taken off at the bottom, and to be carried up by coolies, which are procurable in plenty at Murra. There is a made road throughout, which, though much out of repair, offers great comparative facility for improvement. In the ascent is an excavation containing carved images of Gunesh and Hunooman, and a cistern of fine water. The scenery is grand, but the mountains are scantily wooded.			
Poona collectorate:		
* Pass Koobee and Kurunjalee to Mur or Murra, *K.* 40*h.* 4*s.* *ws*:.....	4	2
Cr. Amba *R.* to Pangra, 8*h.* *w.*		1
Kolwaree, 5*h.* *w*.....	1	3
Peempulgaon, *Amba R.* 30*h.* 1*s*.....	0	7
Deengora, *Amba R.* 75*h.* 2*s*...	2	5
Cr. *N.* to Bularwaree, 25*h.* *ws*..	2	0
Over a khind of 2¼ *f*.....	1	1
**Pass some remarkable excavated temples, and cross Kookree R. to* Joonur *P. and D.* 3,000*h.*	2	3
Note.—In the adjacent hill fort of Sewnner it is said the celebrated Sewajee was born. The hill fort of Hursur is 7 m. west, and Joodhun 14 m. west.		
Cr. Kookree *R.* at 1 *f.* and *N*	1	7
Cr. Amba *R.* to Oodapoor, 80*h.* 1*s. ws*.....	4	5
* Cross Krustnawuntee *R.* to Wooteor 3,000*h*.....	1	6

Places, &c.	Distance between. M.	F.
A dh. and well erected by the late Peshwa.....	2	5
Foot of Bramunwarree ghât..	1	4
A well at the top	1	5½
Foot of an ascent of 1*f*.....	0	4½
* Cr. Kusnuddee *R.* to Braminwara, 50*h.* 1*s*.....	0	7
Note.—The direct distance from Murra to Bramunwara is not more than 16 or 17 miles.		
Note.—The widow of the younger Gokla went suttee on this stream, her husband having died here.		
Kulum, *foot of a hill*, 25*h.*	2	3
Top of Munulla ghât.....	2	0
Descent, road bad for cattle....	0	5
* Cr. Mool *R.* to Luht-Lingdeo, 25*h.* 1*s.* *w.* and *good dhurmsala*.....	2	0
Peempulgaon, *Shetacha*, 40*h.* *road winding between hills*...	2	2
Sawurchol, 20*h.*	2	0
Ahmednuggur collectorate:		
Descent of Sawurchool ghât...	0	7
Note.—The descent is precipitous and rocky, with difficulty passable to loaded animals ascending. I descended with care on an elephant. The Wussera ghat, by which the baggage is usually sent, is said to be better, but increases the distance 4 m. The Wussera ghat, with temporary repairs, is used for guns.		
Cr. *N.* to Neemgaon, 20*h*.....	2	6
Note.—The fort of Pemgeery is about 3 miles on the right.		
* Cross *N.* and Pruwara *R.* to Dandurphul, *K.* 200*h.* 4*s*....	2	7
Chicklee, 20*h.* *Adulu R.*.....	2	5
* Cr. Maloonga *R.* to Sungumner, *P.* 800*h.* 40*s*.....	3	3
Note.—Situated at the confluence of the Maloonga and Natkee N. with the Pruwura.		
Sumnapoor, 10*h.* *ws*.....	2	3
r. 4*f.* Malligaon, 20*h.* 1*s*.....	2	2
Neelonda, 30*h.* 1*s.* *w*.....	0	5
Khulora, 12*h.* *w*.....	2	0
r. 2*f.* Kowta, 25*h.* *w*.....	2	5

Places, &c.	Distance between. M. F.
* Cr. *N.* and Kat *R.* *twice to* Kusaru, 15*h.*	3 5
Peepree, 20*h.* *w.*	1 7
Keloura, 25*h.* 1*s.*	2 2
Dehgaon Waree, 10*h.*	2 5
Cr. Kat *R.* to Rahata, *K.* 150*h.* 8*s.* 25*ws.*	0 7
Cross *N.* to Ranjungaon, 15*h.* 1*s.* *ws.*	3 2
* Wakree, 100*h.* 3*s.* *ws.*	2 7
Chitlee, 10*h.* *ws.*	3 1
Kheyree, 20*h.* *w.*	1 6
r. 3*f.* Bamungaon, 20*h.* *w.*	2 4
Oondergaon, 50*h.* 3*s.* 4*ws.*	0 6
r. 3*f.* Morodi, 20*h.* *ws.*	2 0
Cross Geernuddee	2 2
Makulwargaon, 20*h.* 1*s.*	1 4
* Cross Godavery *R.* to Nagun-tan, 35*h.* 3*s.*	1 1
Nizam's Territory:	
Gauree-Peempulgaon, 60*h.* 1*s.*	5 0
* Waheegaon, 40*h.* 1*s.* *w.*	2 6
Wargaon, 25*h.* *w.*	1 7
Manjree, 15*h.* 1*s.* 3*w.*	1 0
Sindeewaree, *deserted*	3 3½
Sirrusgaon, 30*h.* 1*s.* *and over Sewnuddee*	3 1
Cr. *R.* to Kunkooree, 20*h.* 1*s.*	1 1½
* Domehgaon, 30*h.* 3*s.* *w.*	3 7
Bhorgaon, 20*h.* *w*	0 7
Ambeelwahal, 25*h.* *w.*	2 2
Cross Malun and Nagjuree *R.* to Yeklura, 5*h.*	2 3
Cr. *N.* to Eetawa, *deserted*	1 4
Ranjungaon, 10*h.* *ws.*	1 1
Wurgaon, 5*h.* *w.*	1 6
Teesgaon, 25*h.* 1*s.*	2 1
Cantonments	2 3
* *Post-office in the Juesingh Poora*, Aurungabad	1 7
Total measured miles	186 3

Note.—The road from Bombay to Aurungabad by the Malsej ghat and Sungumner, would be preferable to that by the Tull ghat for opening a route to Central India, did not the subsequent lesser ghats, viz. the Bramunwara, Munala, and Sawurchol, intervene. The thick jungle from Goeelee to the foot of the ghat, and numerous streams, make this not a very eligible travelling road during the rains, or till the middle of December.

V.

From KALLIAN to AHMEDNUGGUR, via Malsej ghat and Joonur:

Places, &c.	Distance between. M. F.
To Joonur, *vide* IV	66 3
Seeroly, *Boodrook*, 100*h.* 1*s.*	2 7
Cr. Kookree *R.* to Tejwaree, 50*h.* 1*s.*	0 2
Wozhur, *dew.* 100*h.* 2*s.* *Kookree R.*	1 7
Cr. Krushnawuntee *R.* to Oombruz, 125*h.* 1*s.*	2 3
Kalwaree, 10*h.* *N.*	1 7
* Peempulwundee, 250*h.* 4*s.* *Krustnawuntee R.*	2 3
Peempulwundee waree, 15*h.*	1 1
Rajoory, 200*h.* 3*s.* *ws.*	4 4
* Bèla, *K.* 300*h.* 6*s.* *N.* and *ws.* *jageer of Nawaub Gholam Hoosen: sarhees and other cloths made here.*	3 5
Cr. a *N.*	2 0
Paudlee, 30*h.* 1*s.* *N.*	1 4
Alkootee, *Byajee Naik's*, 250*h.* 4*s.* *N.* and *ws.*	1 7
Lonee, 200*h.* 2*s.* *N.*	3 5
* Wurjura, 250*h.* 3*s.* *N.*	3 7
Gunesh Khind; *impassable to carts, asc.* 5*f.*	2 4
Temple of Gunputtee,	0 5
Poonah waree, 12*h.*	1 0
Parnèr, *K.* 513*h.* 13*s.* *r. b. Parasuree bazar on Sunday*	2 6
Cr. a *N.*	1 2
Cr. Hunga *R.* to Hunga, *K.* 100*h.* 3*s.* *Sindhia's and Suchew Punt's*	0 3
* Cr. *N.* to Soopa, 150*h.* 3*s.*	2 5

Places, &c.	Distance between. M.	F.
Cr. a *N.* 3 *times to an ascent of* 2 *f.*	2	5
Cr. *N.* 3 *times* to Kamburgaon, 70*h.* 2*s.* and Cr. *Wullumbee Nuddee,*	2	1
Descent at 2 *m.* Chas, *Sindhia's,* 100*h.* 3*s.*	4	5
Kergaon, 125*h.* 3*s.*	4	3
Cr. Seena *R.*	1	6
Post-office in the Pettah	0	5
Total measured miles	130	0

VI.

FROM KALLIAN TO SEROOR, VIA MALSEJ GHAT AND JOONUR:

Places, &c.	Distance between. M.	F.
To JOONUR, *vide* IV.	66	3
Peepulgaon, 30*h.* *Meena R.*	5	1
Arvee, 75*h.* 2*s.* *Meena R.*	1	1
* Narrayengaon, *K.* 700*h.* 20*s.* *Meena R.*	2	3
Note.—The fort Narrayengurh, now dismantled, is 4½ m. east.		
Hewrah, *Meena R.*	2	7
Manjurwaree, *N.* and *ws.*	2	0
Jadoowaree, 4*h.* *ws.*	1	1
Pass Wulty *and Cr. Meena R.* to Nagapoor	3	4
* Pargaon, *r. b.* Goor *R.* 200*h.* 4*s. principally Dhungurs*	3	2
Eetkachu waree, *Powar's,* 25*h.*	4	6
Koutah waree, 7*h.*	2	6
* Koutah, *Powar's,* 200*h.* 25*s.* *N.* and 3*ws.*	1	2
Ahmedabad, *Powar's,* 50*h.* 3*s.* *Goor R.*	6	7
Note.—At Goonowru-Mueshur on the right the Goor and Kookree rivers join.		
Anjunapoor, 30*h.* 2*s.* *Goor R.*	2	6
Seroor, *K. r. b.* Goor *R.*	2	7
* *Bungalow in cantonments*	2	0
Total measured miles	111	0

VII.

FROM POONA TO SURAT, VIA NASSIK AND ROWRA (*Rahuwuda*) GHAT:

Places, &c.	Distance between. M.	F.
Cross the Moola *R. below the junction of the Paona to* Dapooree, 35*h.* 3*s.*	5	0
Bosree waree, 6*h*	0	5
Bosree, *Chinchoor deo,* 100*h.* 2*s. ws.*	2	6
Moosee, *Sindhia's,* 35*h. ws.*	3	6
Cross Indraownee *R.*	0	7
l. 1½ *f.* Koorlee. 35*h.* 1*s.*	1	7
* CHAKUN, *K. Fort,* 300*h.* 7*s.*	2	7
Cross Bam *R.*	1	6
r. 3 *f.* Seeroly, 50*h.* 1*s. Bheema R.*	2	7
Cuoss Bheema *R.* to Kher, *K.* 500*h.* 10*s.*	1	5
A khind, *made road,* 4 *f. asc.*	3	7
* Peth, 150*h.* 3*s. Yel R.* and *ws. Balajee Punt Nathoo's jageer*	2	3
Descent, made road to a N.	3	3
Munchur, *Holkar's,* 200*h.* 16*s.* 150*ws.* 10 *or* 15*h. of Golundaz, a weekly cattle bazar*	2	5
To a khind and through it	0	6
Cross Goor *R.* to Kullum, 50*h.* 2*s. boat*	2	0
A khind or rather valley	3	0
* Cross Meena *R.* to Naraengaon, *K.* 500*h.* 10*s.* 40*h. dyers,* 200*ws.*	2	2
Waree of Naraengaon, 12*h.*	2	7
Cr. Kookree *R.* to Wuzur, *Gunputee, dew.* 100*h.* 1*s.*	2	0
Hewra, 25*h.* 1*s. Pooshmawuntee R. which cross to Dholwur,* 30*h.* 2*s.*	2	5
* WOTOOR, *K.* 2,500*h.* 25*h. Dh.* 10*h. of cooly palkee bearers, many gardens, Krooshnawuntee R.*	2	6
Road high on both sides to a well and dhurmsala.	2	5

Places, &c.	Distance between. M. F.
* To Luht Lingdeo, *vide* IV. *dhurmsala*	11 4
Wasera ghât, 3*f. descent impassable to carts*	4 2
Ahmednuggur Collectorate:	
Wasera, 35*h.* 1*s. ws*	1 2
Thoogaon, 40*h.* 1*s.*	2 5
Cr. Pruwura *R.* to Koombéphul, 35*h.*	0 2
Tambool, 35*h.* 1*s. ws*	2 7
* Deothan, 60*h.* 4*s. R.* and *ws.*	4 0
Cross Adula *R.*	2 0
l. 2*f.* Senéwaree, 15*h. ws.*	2 6
Note.—The hill fort of Songur, one mile on the left.	
Cross Mahaloongy *R.*	0 3
l. 3*f.* Chapurgaon, 30*h. ws.*	1 1
A khind	1 3
* Dapoor, 125*h.* 5*s. ws. dh.*	1 2
Munégaon, 20*h.*	4 7
Cross Dew *R.*	2 1
Cross Sew *R.* to Sindur or Sinnur, *K.* 2,000*h.* 30 *or* 40*s. dh.*	0 7
Sinnur ghât, *desc.* 6*f.*	4 2
l. 3*f.* Chincholy, 24*h. ws.*	2 5
* Sinda, 75*h.* 2*s. N. and ws. Maroti's temple*	1 5
Pulsa, 30*h.* 2*s. ws.*	1 5
Cr. Dharna *R.* (*boat*) to Chehuree	1 1
l. 2½*f.* Dewulalee, (*Deshmook's*) 100*h.* 3*s. R.* and *ws.*	1 4
Cross Nasheeree *R.*	3 7
* Nassik, *P. Sinnur gate*	0 7
Note.—This town is situated at the junction of the Punchwutty with the Godavery. It is the second town of the Peshwa's late dominions, and contains about 30,000 inhabitants. The temples of Ram and Mahadeo, frequented by the pilgrims who visit the source of the Gunga; the Peshwa's two palaces, and the excavations in an adjacent hill, seem the objects most deserving of notice in this neighbourhood.	
Cr. Godavery *R.* to Punchwuttee	0 3
Musool, 25*h. N. and ws.*	2 5
Dhukamba, 25*h.* 1*s. Bangunga R.*	4 2
Tuligaon, 30*h.* 1*s. ws.*	2 7
*Jam, 25*h.* 1*s. ws. Marooti's, t.*	3 1
Neelondi, 25*h. Kolwun R.*	2 3
Para, 25*h.* 1*s. Kolwun R.*	0 4
Wunu, 20*h. Kadwa R.*	3 7
Cross Kadwa *R.*	0 4
Kurunjuna, 25*h.* 1*s. ws.*	0 6
Kedlee, 20*h. ws.*	1 3
Duheewu, 10*h. ws.*	1 7
*Koosoomb, 50*h.* 1*s. ws. temple*	1 4
Yekluhuru, 25*h. ws.*	3 7
r. 3*f.* Kunuskher, 15*h. ws.*	0 7
Sarsalu, 25*h.* 1*s. ws.*	1 0
Rowra baree, *asc.* 2*f.*	1 2
Para of Rowra, 10*h. ws.*	0 5
* Rowra, 60*h.* 2*s. ws.*	0 7
Khandes Collectorate:	
At 1½ *miles enter the ghât; at* 3*m. cross the Geerna R. which has its source* 3*f. on the left, at a temple dedicated to Geerja Devi, and flows into Khandes. Here are two bheel villages, Sinda* (12*h.*) *and Wunjaree Para* (11*h.*); *at* 4*m. and r.* 3*f. is Wunjaree* 15*h. ws; at* 4*m.* 6*f. and r.* 2*f. is Cheraee the residence of the Naik in charge of the ghât. At* 5*m.* 3*f. the descent becomes steeper, and continues to the chowka at* 6*m.* 4*f. carts however bring up wood from the Kokun; a nulla is crossed and Kurunjalee* (10*h.*) *passed, to Sroonagna K.* (25*h.* 1*s.*); *supplies should be brought from the top of the ghât*	11 1
At 3*m.* 2*f. and r.* 2*f. is Bohundugur,* (9*h.*); *at* 5*m.* 2*f. and r.* 2*f. is Ambata* (10*h.*); *at* 7*m.* 1*f. is Kotoolu* (10*h.*); *at* 8*m.* 7*f. is Kateepadu* (5*h.*) *and Oomertana is at*	11 0

Places, &c.	Distance between. M. F
Leaving Oomertana the road is level to 1*m.* 3*f. when a baree, rugged and narrow, is ascended* ½ *a mile.* 16 *N. are crossed in the rains on this march, but the road is passable for carts in the dry season to Eewur, a straggling village with one shop; supplies procurable...*	8 5
Pass Neerpun (des.) Chooroonia and Mankoona (5h. each) to Gaemookh R. which cross to Rybor (5h.) and again at 10 *m.* 5*f. to Jooz (15h.) hence pass Khurké (15h.) to Baunsda, K. or (Wansda) belonging, with* 30 *villages, to Oodé Singh Rajah, a tributary of government. Supplies are abundant from* 25 *shops, and five Parsee families are employed here making moura.....*	14 0
Note.—The road from Sroongana, or rather Rowra, is through a thick jungle, and a succession of hills, often close, continue to near Baunsda. In the rains the road is crossed by numerous streams, and is muddy nearly throughout, but in the dry season it is passable to a cart. In passing through this jungle in July 1816 the 1st battalion 6th regiment continued healthy, but full three-fourths of the cattle died from inclement weather, occasioning the loss of much public and private baggage.	
Cr. Woolun, Eeb, and Kavery *R.* to Wunarsee, 7*h*.....	2 3
Doobarphulu, 15*h*.....	2 0
Cross a Kharee to Doloomra, 6*h*.	3 3
Wagabaree, 15*h*.....	2 5
Wandurwela, *jageer*, 100*h*. 1*s.ws*	2 3
**Deep mud to* Phurwel, 75*h*. 4*s.*	2 4
At 2*m.* 5*f. pass Koorwel, and Kuneearree; road bad to Koombroo at* 4*m.* 1*f.; at* 6*m.* 1*f. pass Sadapoor; and cross the Kaveri to* Chiklee, 500*h*. 40*s*.....	7 6
Road very bad, muddy, and full of holes, through a date and babul jungle, at 6 *m. cross Bergunia R. by a bridge, and enter* Gundavie, *K. (Guikwar's)* 1,500*h*. 100*s*.....	7 0
Sonwaree, 50*h*. 2*s. l. b. Eeb R. road bad*.....	3 3
Pass Wurdah, *and cr. Kuney N. bridge*.....	4 0
Cross Ambeeha, *N. to Nosaree, K. Guikwar's*.....	3 7
To Surat, *vide* III.....	18 0
Total miles....	254 7

Note.—This road is reported a good cart road throughout in the fair season, excepting at the Wasera and Sinnur ghats. The Rowra ghat offers no material obstacle to a cart. The first part of this route was passed over in May, the latter part in July, when the approach to the Rowra ghat, and the whole way thence to Surat, is a succession of patches of deep mud. From Baunsda to Surat carts are procurable, the rate being one rupee for 10 coss for a cart with one pair of bullocks.

VIII.

From POONA to SURAT, usual marches of a corps:

	Distance between. M. F.
Poona from the Sungum.	
To the left bank of the Paona near Rawut, *encamping ground an extensive plain and river water*.....	12 0
* Wurgaon, *open ground on the east; tank water*.....	13 0
Note.—Upon this plain the Bombay army, which accompanied Ragoba, was attacked in its retreat by the Barra Bhaee on the 11th January 1779, and led to the unfortunate treaty of Wurgaon.	
Karle, *gr. between route and v. tank water*.....	11 5

Places, &c.	Distance between. M. F.
Khandala, *gr. r. of the v. open plain, tank water*	8 3
Khopooli, *gr. confined, tank water bad, good from a well*	4 3
Chouk, *extensive gr. on either bank of the river*	11 7
Panwell, *rice fields, adjoining an extensive tank*	12 4
Ambagound, *extensive open plain, river water*	7 0
Kalian, *good gr. on the Panwell road, tank water*	11 7
Titwala, *gr. in a mango grove, tanks and ws.*	9 1
Laap, *rice fields, tank and ws.*	11 6
Wuzeerabhaee, *rice fields and grass, river*	10 3
Arna Butana, *open grass gr., good water from a tank*	7 2
Dysur, *rice fields, water from one well*	13 0
Mahagaon, *rice fields, two wells*	13 2
Tarapoor, *gr. S. E. of v. tank water. At Chinchin also is extensive gr. with good water from a tank*	11 4
Saounta, *rice fields, tank water good, river brackish*	13 0
Jahye-Boordee, *rice fields, and open jungle, river water*	14 2
Oomergaon karee, *gr. good between tank and river*	8 0
Darootee, *gr. in open jungle, river water*	12 1
Bugwara, *gr. rather jungly, N. water*	9 7
Parnera, *gr. in batty fields, water from a bowrie*	13 3
Bam River, *r. b. near Rola, gr. open plain, river water*	9 0
Gundavee, (*Guikwar's*) *tanks and river*	10 7
Nosaree, (*Guikwar's*) *gr. extensive S. E. and water good*	12 6
Lachpoor, *gr. good in open jungle, river water*	7 3
Sucheen, *gr. confined, and much broken: tank water good*	3 4
Surat, *Nosaree gate*	7 5
Total miles	290 5

Note.—The measurement is from one ground of encampment to the next.

IX.

From POONA to SURAT, via Panwell and Bhewndy, dak and marching route:

Poona to Panwell 6 *stages, vide* I.	70 6
The first village from Panwell is Khandu, 1m. 1f. thence the Naoparah creek is 5f. the spring tide comes up, but never exceeds knee-deep at the road; a marsh begins at 7f. from the creek, and the road runs 5f. along its embankment; at 1m. further is the Kasaree creek, having Lorpalu v. on one side, and Nuora v. on the other; at 1m. 5f. further the Tuloojah creek is crossed to Tuloojah (100h. 3s.); in the next 3½m. the villages of Kotara Rooeejun, Dhurna and Adowla are passed to Duheesur (30*h.* 1*s.*) *a dâk station*	9 3
In the first 3¼m. there are no villages on the road, but on the right 2 or 3f. dist. are Bhundaree, Gotehgurh, Dahgurh, Chakhovlee, and Dawulee; near the bottom of the Kowsa khind is Kowsa; at 7m. Moombru; at 7½ is Khar, and Khulwa opposite to Tannah *is at*	8 4

Note.—The road through the Kowsa khind is a most fatiguing pathway over steep ascents and descents, nearly two miles in length. In no part

Places, &c.	Distance between. M.	F.
can two men go abreast; and it is perfectly inaccessible to horse or bullock, but the natives suppose it saves 2 miles.		
From Tannah to Surat 13 *stages, vide* III	167	6
Total miles	256	3

X.

FROM POONA TO KALIAN, VIA KOOSOOR GHAT:

Poona to Wargaon, 2 *stages, vide* I	23	4
Rajpooree, 10*h. l. b. Indraowne R.*	1	2
Beluj, 10*h. under R.*	1	6
Taku, 20*h.* 1*s. w. dh.*	1	3
Phulun, 18*h. w.*	1	1
Mow, 40*h.* 1*s. w.*	2	4
Wureswur, 35*h.* 1*s. w.*	2	0
Nagutnee, 22*h.* 1*s. w.*	1	2
*Wahungaon, 25*h.* 2*s. ws.*	1	0
Borwulee, 12*h. w.*	1	4
Kambru, 25*h.* 1*s. w.*	1	0
Daholee, 23*h. w.*	1	1
Koosoor, 46*h.* 3*s. w. and t.*	2	5
Note.—There is much jungle in this part of the country.		
Top of Koosoor ghât	1	0
Note.—The descent is by a winding but good road in bad repair.		
*Beupooree, 42*h.* 3*s. t. near the foot of the ghât*	2	4
Cr. Pez *R.* to Wyjnaut, 50*h.* 3*s.*	1	1
Potul, 100 *yds. to the left*	0	2½
Baluwudee, 30*h.* 1*s. ws.*	1	0
Takwu, 10*h. ws.*	1	2
Nusseerapoor, 35*h. Oolas R.*	2	2
Cross Oolassa *R.*	1	2
Jeeth, 200*h. Oolas R.*	0	7
**r.* 6 *f.* Nerrul	1	3½
Cross a *N.*	0	4
Dhamut, 48*h. ws.*	1	0
r. 2*f.* Shaloo, 23*h.* 1*s. t.*	1	3
r. 2*f.* Dhona, 20*h, Oolas R.*	1	1
Cross the Oolassa *R.*	2	7
*Badlapoor, *K.* 150*h.* 20*s. Oolas R.* and *ws*	3	3
Cross Oolassa *R.*	1	1
Cr. *N.* to Manjurla, 6*h. ws.*	0	5
r. 2*f.* Saee Waloolee, 25*h.* 1*s. Oolas R.*	0	3
Beloolee, 11*h. ws.*	0	4
Chikloolee, 30*h.* 1*s. ws.*	1	4
Jamboolee, 14*h.*	1	2
Kowsa, 40*h.* 1*s.*	2	1
Across Waldun R. to KALIAN.	2	3
Total miles	75	1

XI.

FROM POONA TO JOONUR:

To Peth, *vide* VII.	30	2
Neegotwaree or Munchurwaree, 60*h.*	5	1
Wurgaon, 100*h.* 3*s. r. b. Goor R.*	2	1
*Mahuloonga, 100*h.* 2*s. ws.*	2	5
Bottom of a khind	2	4
Asc. 1*f. table land,* 2 *f. desc.* 1*f.*	0	4
Sawurgaon waree, 10*h. ws.*	1	3
Bustee-Sawurgaon, *jageer,* 200*h.* 3*s. Meena R. between*	0	6
Khanapoor, 25*h. ws.*	2	6
*JOONUR	2	1
Total miles	50	1

Note.—This road is difficult for carts in some places, it is nevertheless a tolerable road for pack cattle of all descriptions.

XII.

FROM POONA TO MALIGAON, VIA KOPERGAON:

To Naraengaon, *vide* XVII.	44	2
Cross Kookree *R.* to Peepulwundee	8	6
* Allah, *Holkar's,* 300*h.* 4*s. ws. Marooti's t.*	3	2

Places, &c.	Distance between. M.	F.
Through Allah khind	3	6
Bhota, 100*h.*	3	1
* Cr. Moolnuddee at Gargaon. 35*h.* 1*s*	6	3
Ambegaon. *Mool R.*	0	3
Dolas or Dolsuneh, *on an ascent*	6	5
* Peempulgaon, *a bheel choky here*	3	7
Ambora ghât, *asc.* 4 *f. not passable for carts*	3	7
Ambora	0	4
Peemprud	3	6
Cross Pehura *R.* from Kunoolee to Raheempoor, 20*h.*	2	6
Munoolee, 25*h.* 1*s. N.*	2	7
* Kokungaon, 15*h.* 1*s. ws. Marooti's t.*	0	5
Kasara, 15*h.* 1*s. N.*	6	4
Korhala, 200*h.* 1*s. ws.*	6	6
* Nandoorkee, 40*h.* 1*s. Marooti's t.*	2	2
Nimbgaon, *Kundobachu*, 50*h.* 2*s. ws.*	1	5
Sawulweer, 20*h. ws.*	1	4
Right bank of the Godaveri	4	3
To the Island, *on which is a large garden made by Bajeerao*	0	6
* Cross to Kopergaon, *K.* 300*h.* 25*s.*	0	6
Yesgaon, 40*h.* 2*s. N. and ws.*	4	5
Peempulgaon, 20*h.* 1*s. ws.*	2	5
Yeolah, 1,000*h. including* 250 *families of weavers, principally in silk*, 75*s. water abundant*	3	7
Cr. *R.* to Babhoolgaon, 30*h.* 3*s.*	1	7
Danora, 20*h. N.*	1	0
* Sawurgaon, 100*h.* 7*s. N. and ws.*	2	2
r. 4 *f.* Unky, 50*h.* 9*s. ws.*	6	0

Note.—The Unky baree begins here and ends at Anakondah, the first village in Khandes. There is no ascent or descent. The forts Unky, Tunky, Alluck and Palluck, are close on the right, the first of which is only now retained; the others have been destroyed.

Places, &c.	Distance between. M.	F.
Anakondah, 30*h.* 1*s. N.*	1	1
Cross Sutwye *R.*	1	7
* Munmarh, *Vinchoorkur's*, 75*h.* 12*s. R.*	1	6
Duheegaon, *Vinchoorkur's*, 20*h. ws.*	1	7
Koondulgaon, 35*h.* 1*s. N.*	2	6
Cross a *N.*	0	7
Choondee baree, *desc.* 3 *f.*	2	0
Choondee, 4*h. N.*	1	4
* Julgaon, 30*h.* 3*s. N.*	2	3
Wuranah, 15*h.* 1*s. N.*	3	7
Kowlana, 20*h.* 1*s. N. and ws.*	2	0
Cross a *N.*	2	0
Cross Geerna *R.*	1	5
* Maligaon, 900*h.* 100*s.*	1	4
Total miles	168	5

Note.—From Kopergaon, a usual marching route is by Ankhota, Sutana and Julgaon. At all the halting places are tolerable chowries or pagodas to put up in.

XIII.

From POONA to DHOOLIA, via Kopergaon:

To Maligaon, *vide* XII.	168	5
Durragaon, *ws.*	2	7
Through Durro ghât to Chikunwhal, *K.*	5	5
* Cr. Karolee *R* to Pandala,	4	1
Jhorghaw, *K.*	1	3
Arvee, *jageer, N. and ws.*	6	7
Lulling, *K.* 30*h.*	5	3
* Dhoolia	6	1
Total miles	201	0

XIV.

From POONA to AURUNGABAD, via Soopa and Ahmednuggur, *dâk route, but impassable to carts from Seroor to Ahmednuggur.*

Poona to Seroor bungalow, *vide* I.	41	7

Places, &c.	Distance between M.	F.
Cr. Goor *R. flying bridge*....	0	4
r. 3 *f.* Wareeguwhan, 200*h.* 2*s. ws.*	3	4
Narayenguwhan, *jageer*, 175*h.* 3*s. ws.* (*dák*)	1	6
A ghât, 2 *f. ascent*....	2	4
Cr. *N.* to Pulwa, *dhákta*, 35*h.* 1*s.*	1	6
Wagoonda, *burra*, 40*h.* 1*s. ws. Hunga R.*	2	6
* Soopa, *K.* 100*h.* 4*s. ws.* (*dák*)	2	5
Kambergaon, 75*h.* 2*s. ws.*	4	5
Beginning of a defile at....	2	6
End thereof to a N. which cr. to Chas, *Sindhia's*, 150*h.* 3*s. ws.* (*dák*)	1	7
* Ahmednuggur *Pettah*....	7	5
Cr. the Seena at Pukoordee, 35*h.* 1*s.* to Sendee, 20*h.* 2*s. ws.*	4	7
Cr. a *N. and pass through a khind* Dhungurwaree, *l.* 5 *f.*	2	2
Cr. the Seena to Jeoor, *K.* 700 *h.* 10*s.* (*dák*)	2	2
Note.—The source of the Seena is in a hill 7 or 8 m. dist. N.E. and the Jatra there is in March.		
l. 4 *f.* Imampoor, 30*h. ws.*	2	1
Top of Jeoor ghât, *also called Ga,e-mookh*....	1	0
Descent....	0	5
Note.—This ghat, formerly almost impassable to laden cattle, which were obliged to go much round about, has lately been converted by the Pioneers into an excellent cart road, much to the benefit of the inhabitants on both sides of the range.		
Note.—From what is called the Ga,e-mookh, near the top, a fine spring of water runs and forms a nulla in the valley below.		
Kospooree, 40*h.* 1*s. ws*....	1	5
Singwa (*Tokayeka,*) (*dák*), 60*h.* 3*s. ws*....	2	6
Mandeguwhan, 12*h.* 1*s. Barbordee R*....	1	5
Cr. Khara (*salt*) *Nulla*....	1	1
* Cr. *N.* to Chanda, *K.* 275*h. principally Dhungurs, and* 7*s.* (*dák.*)	2	0
Cr. *N.* to Rastapoor, 30*h.* 2*s. ws.*	2	5
Karehgaon, *des*....	3	0
Cr. a *N.* to Hewra, *a town much gone to decay, with a fort adjoining, belonging to the Nuwab Kuvee Jung*, (*dák.*)....	4	3
Khurka, 15*h. ws*....	5	0
*Pruwura-Sungum, *Enam*, 150*h.* 17*s. so called from being situated at the junction of the Pruwura, or Pehura, with the Godaveri. On the opposite bank is Toka, a well built brahmin village* (*dák*)....	5	3
Across the Godaveri to Ka,egaon, 125*h.* 5*s*....	1	1
Cr. a deep muddy ravine, dangerous in the rains....	1	4
Guneshwaree, 12*h*....	1	1
Bhendala, 25*h. ws.* (*dák*)....	1	7
Cr. Sew *R.* to Sholegaon, 25*h.*	3	1
Moormee, 25*h*....	2	2
Duheegaon, 23*h.* 1*s. ws.* (*dák*)..	1	1
Cr. *N.* to Julgaon, 20*h*....	3	4
Cr. Lowkee, *and Paunohal R*	1	4
Waloonj, *K.* 400*h.* 16*s. N. and ws.* (*dák*)....	1	6
Cr. Gundu *N.* to Wulludgaon, 25*h.* 1*s*....	3	0
Aurungabad, *Juesing Poora gate*....	5	5
Total miles....	111	2

XV.

From POONA to AURUNGABAD, via Ahmednuggur and Nimbadehra ghat, *gun road:*

Poona to Ahmednuggur, *vide* I.	77	3
Cr. Seena *R.* to Nagapoor, 20*h.*	3	7
Nimba-Dehra ghât....	2	2

Places, &c.	Distance between. M.	F.
Yelud, 25*h*.	2	6
*Cr. *N.* to Dehra, 60*h*. 1*s*. *Deo R.*	2	3
Wamboori, *K.* 900*h*. 150*s*. *a place of great traffic in grain*	5	1
Sonye, *K. Sindhia's*, 275*h*. 5*s*. *In the Peth adjoining are* 50*s*. *and* 40*h*. *besides*	9	4
Cr. Kharee *R.* to Khurownda, 85*h*. 6*s*	4	7
Mallu-Chichoora, 75*h*. 4*s*. *ws*	4	1
*Hewra, *K. vide* XIV	2	6
Pruwura Sungum, *vide* XIV	10	3
To Aurungabad, 2 *stages, vide* XIV	27	4
Total miles	152	7

From Ahmednuggur to Wamboori, by Dongurgun:

To Gurba-Peepulgaon, *Sindhia's*, 180*h*. 3*s*. *Seena R.*	7	2
l. 4*f*. Dongurgun, 75*h*. 1*s*. *ws*	2	7

Note.—Here is what is commonly called the happy valley.

Gura or Wamboori ghât, *desc.* 5½ *f*	0	7
Wamboori, *as above*	3	0
	14	0

XVI.

From POONA to AURUNGABAD, via Sikrapoor, Jamgaon and Nimba-Dehra ghat:

To Sikrapoor, *K. vide* I	23	3
Gunnehgaon, 40*h*. 2*s*. *N. and ws*	5	5
Wagulu, 12*h*. 1*s*. *ws*	2	0
Sangwee or Sowngee, 15*h*. 1*s*	2	1
*Ahmedabad, *Powar's*, 50*h*. 5*s*. *r. b. Goor R*	3	3
Gunoru, 25*h*. 1*s*. *Kookree R*	4	0
Jowlu-Somoseechu, 100*h*. 10*s*. *Seed R*	2	1
Sangwee, 20*h*. 1*s*. *Seed R*	2	0
Ganjee-Bhoyera, 50*h*. 2*s*. *Seed R.*	1	5
*Parneir, *K.* 200*h* 8*s*. *N*	5	7
Jamgaon, *K. Sindhia's*, 500*h*. 50*s*	7	0
Balonee, 25*h*. 4*s*. *Kapree R*	3	5
*Limbgaon, 25*h*. 1*s*. *do. do*	2	3
Dulmut-Peepree, 25*h*. 2*s*. *N*	7	0
Nimba-Dehra, 60*h*. 1*s*. *Deo R.*	3	6
To Pehura-Sungum, *Toka, vide* XV	36	6
To Aurungabad, *vide* XIV	27	4
Total miles	140	1

XVII.

From POONA to JAULNA, via Aurungabad:

To Aurungabad, *vide* XIV	144	2
Byzapoor gate to Jaffer gate	2	5
*Chicultana, 75*h*. *Sookna R*	4	3
Cr. Sookna *R.*	0	3
Cr. Boree *R.* above Koombéphul	5	4½
Largaon, 30*h*.	1	1
Kurmar, 75*h*. 5*s*. *N. ws*	2	0
Sultana, 10*h*. *N*	1	6½
* Cr. Lowkee *R.* to Julgaon, 100*h*. 7*s*	2	0
Sektah, 15*h*. *N*	2	0
* Budnapoor, *K.* 500*h*. 30*s*	7	1
Cr. Doodna *R.*	0	2
A warree,	1	6½
Selgaon, 60*h*. 2*s*. *N*	1	1
A deserted village	3	5
Cr. Koonlikur *R.*	3	3
* Jalna *Cantonments, head quarter lines*	1	5
Total miles	185	½

XVIII.

From POONA to JAULNA, via Ahmednuggur and Moongee-Pytan:

To Ahmednuggur, *vide* I	77	3

Places, &c.	Distance between. M.	F.
Cross *R.* to Beengar, *K.* 200*h.* 8*s*....	1	5
Cr. *N.* to Shahpoor, 4*h*.....	3	1
Gradual asc. of 7f.....	1	6
Cr. two *N.* to Jam, *r.* 2*f*.....	3	6
*Cr. *N.* to Kawurgaon, 30*h.* 2*s.*	0	3
A gentle asc. of 7f. but rough road to Kail-Peempulgaon, *Nizam's*, 30*h.* 2*s*.....	2	1
Deolgaon warree.....	1	4
*Deolgaon, *Nizam's*, 50*h.* 2*s*..	1	4
Top of Satmalla ghât.....	1	5
Bottom of the ghât	2	7
Note.—The approach to the ghat is bad, but the road is perfectly passable to a cart, except the last 2 f. which is a little steep, and covered with large loose stones.		
Cr. *N.* to Ghât-Sirrus, *Sindhia's*, 100*h.* 7*s*.....	1	0
Sherapoor, *Sindhia's*, 100*h.* 1*s.*	2	3
*Teesgaon, P. *Sindhia's*, 200*h.* 25*s.* 12 *Weavers*.....	1	2
Note.—Teesgaon has been a considerable town, it contains two musjids, a number of temples, and the remains of several superb gateways.		
Cross *N. which takes its course through the town*.....	1	7
Paudlee, *Nizam's*, 40*h.* 2*s*.....	5	2
Chitlee, *Sindhia's*, 21*h.* 1*s.* *N.*	1	0
Cr. *K.* to Amarapoor, *Sindhia's*, 125*h.* 2*s*.....	2	6
*Wuroorh or Bhugoor, *K*.....	2	1
Note.—This is a good place to purchase gram at for the commissariat.		
Cr. two *N. in*.....	1	1
Pass Nimgaon to Rakshee, *just peopled*.....	7	1
Cr. *N.* to Koorgaon.....	2	5
r. b. of Godaveri R.....	7	3
*Cr. *over to* Pytan, *Nizam's*..	0	2
Note.—Pytan, commonly called Moongee-Pytan, from its vicinity to Moongee, a town 6 m. lower down on the opposite bank, is now much reduced, and is half in ruins. It contains at present 20,000 persons, the principal of whom are Bramins. Ten or twelve are wealthy, and 1,500 or 2,000 are Bheekshooks, 150 Weavers of sarhees, shalas, &c. Another usual route from Ahmednuggur to Pytan strikes off at Singwa (Tookayeka) and proceeds to Nandoor-Nimba 12½ m. Sewgaon 10¼ m. and Pytan 13 m. This perhaps is the best route of the two since the repair of the Jeoor ghat. Vide XIV.		
Cr. a *N*.....	1	5
Akutwarah, 16*h. N.* and *t*....	2	5
Solnapoor, 50*h.* 2*s*.....	1	2
Cr. *N.* to Daoorwaree, 75*h.* 2*s.*	4	0
*Hursee-Poorsee, *N. between* 20*h.* 1*s*.....	2	6
Neemgaon, 16*h.* 1*s*.....	3	0
Paunchor, 36*h.* 8*s. N*.....	2	6
Kanoor or Kurudgaon, 15*h.* 1*s. N*.....	1	7
Chinchker, 100*h.* 2*s*.....	2	3
Through Tullee khind.....	1	5
Cr. Dhungur *N*.....	2	3
*Umbur, P. *Nizam's*, 2,000*h.* 150*s.* 12 *Weavers, N. and ts.*	2	1
Note.—This Pergunnah belonged to Holkar till ceded to the Company after the battle of Mehidpoor, and since transferred to the Nizam. There is a good Ghurry, Musjid, and a Punchiatun of temples.		
Parnair, 75*h.* 2*s. N*.....	2	3
Pokhree.....	2	5
Cr. *N.* to Allungaon, and Chamarwaree.....	3	6
*Cr. Doonda *R.* to Ranjungaon	0	3
Cr. *N.* to Kajula, *t*.....	2	6
Koombephul, 50*h.* 4*s. N. and ws*.....	1	7
Cr. Koondulka *R*.....	5	7
**Post - Office, Head - quarte lines*.....	1	0
Total measured miles....	182	6
Note.—From Pytan is the Nizam's country. The road is good throughout. Umbur is a little out of the direct road to Jaulna, which strikes off at Paunchor.		

Places, &c.	Distance between. M. F.
XIX.	
From POONA to SHOLAPOOR, via Indapoor:	
Hudupseer, 200*h*. 4*s*. *ws*.....	3 4
Cr. a *N*.....	3 5
Cr. *N*. to Cowri, *l*. 2*f*. 25*h*....	1 0
*Lonee, 200*h*. 5*s*. *N*. *and ws*...	1 7
r. 4*f*. Theoor warree, 25*h*.....	2 7
Naegaon, *jageer*, 15*h*.....	1 3
*Cr. *N*. to Ooroolee, *Sindhia's*, 150*h*. 4*s*. *N*. *and ws*.....	2 7
Cr. *N*. to Suhuspoor, or Nandoorwaree, *l*. 1*f*. 15*h*.....	2 5
Kassoordi, *jageer*, 25*h*. 1*s*. *w*..	3 6
*Yewut, 125*h*. 6*s*. *N*. *and ws*..	2 6
r. 4*f*. Bondgaon, 75*h*. *ws*.....	2 6
Kergaon, 200*h*. 7*s*. *N*. *and ws*.	2 7
Wurwund, 150*h*. 3*s*. *ws*.....	3 6
Cr. two *N*. *in*.....	2 4
*Pautus, *K*. *Sindhia's*, 1,000*h*. 10*s*. *N*. *and ws*.....	1 4
Note.—This road has been levelled and cleared from Poona to this place.	
A Tomb.....	1 5
Koorkoombh, 100*h*. 4*s*. *N*. *and ws*.....	5 3
*Mullud, *Sindhia's*, 150*h*. 2*s*. *N*. *and ws*.....	5 4
Rawungaon, 50*h*. 1*s*. *N*.....	2 3
Khurkee, 50*h*. 1*s*. *N*.....	2 6
*Cheecholi, *Swameechu*, *Dew*. 100*h*. 2*s*. *N*.....	3 2
Bheegawhan, 30*h*. 1*s*. *N*. *and ws*.....	4 0
Koombhargaon, 25*h*. 2*s*.....	3 0
*Dhaeej, 50*h*. 2*s*. *Bheema R*...	2 3
Loonee, 50*h*. 1*s*. *ws*.....	7 1
Gagurgaon, 20*h*. *N*. *and ws*...	4 6
Wungullee, 15*h*. *ws*.....	2 0
*Indapoor, *P*. *and K*. 1,500*h*. *N*. *and ws*.....	3 6
Hingungaon, *Bheema R*. 50*h*. 2*s*.....	5 4
Cr. Bheema *R*. to Ajulgaon...	1 4
*Temboornee, 1,000*h*. 22*s*. *N*. *and ws*.....	6 0
Vennehgaon, *N*. *and ws*.....	2 7
Cr. a *N*.....	0 3
Cr. a *N*.....	3 5
Yekshumbah, or Akoombah, *N*. *and ws*.....	0 7
Wurwund, or Wurwuda,.....	1 5
*Arrun, 8*s*. *N*. *and ws*.....	3 5
Morleembah, or Morneemb, 5*s*.	2 6
Sethphullu, 4*s*. *N*. *and ws*.....	2 2
Sethpulluchu waree, or Telound waree.....	2 4
A waree, *N*. *and ws*.....	4 4
*Hewra, 3*s*. *ws*.....	1 6
Chicklee, *N*. *and ws*.....	0 6
Yewlee, *N*. *and ws*.....	3 1
*Mohol, *P*. 500*h*. 20*s*.....	4 0
Kolegaon, 20*h*. *Seena R*.....	3 5
Cr. *Seena R*. 100 *yards wide, to* Lambotee, 25*h*. 1*s*.....	2 1
* Sawuleshwur, 100*h*. 4*s*. *N*..	3 5
Cr. a *N*.....	1 1
Koondee, 100*h*. 1*s*. *ws*. *and t*.	1 0
Kegaon, 35*h*. *ws*.....	2 0
Balla, *Kundobachu*, *Dew*. 75*h*. *N*.....	2 3
Cr. two *N*. to Sholapoor....	2 1
Cantonments.....	1 5
Total measured miles....	157 6
Note.—The road from Mohol rough and winding among masses of stone.	
XX.	
From POONA to SHOLAPOOR, via Dewe ghat, Neera bridge, and Pundurpoor:	
r. 4*f*. Mahomed waree, *Enam*. 35*h*. 1*s*. *N*. *and ws*.....	2 1
Oorlee, *Chinchoorkur's* (*dák*), 126*h*. 2*s*. *N*. *and ws*.....	2 3
Cr. *N*. to Wurkee, *Sindhia's*, 70*h*. 2*s*.....	2 4

Places, &c.	Distance between. M.	F.
Devee ghât, *asc. 6f. not passable for carts*	2	6
r. 1f. Jadwechi waree, *78h. 10s. ws*	1	3
*Devee, *239h. 9s. N.*	1	0
Note.—The road here branches off to Saswur, 5 or 6 m. dist. on the Kura road, a Kusba containing about 2,000 houses and 75 shops. Poorundaree, who resides here, has half the revenue. Poorundhur is thence 4 m. distant.		
Cr. a *N.*	1	6
Koombharwulun, *18h. l. b. Kura R.*	2	3
Yekutpoor, and Moonjowree, *Kurah R. which Cr.* to Khulud, *jageer, in all* 361*h.* 4*s.*	0	7
Cr. Kurah *R.* to Waloonj, *18h.*	2	0
Neeloonj, *15h. l. b. of Kurah R.*	0	6
Belsur, *145h. 5s. r. b. Kurah R.*	0	6
*Cr. N. to Jejoory, *(dâk)*, *430h. 54s. t.*	3	0
Note.—The temple of Kundoba, situated on a hill above the town, has a very picturesque appearance. There is an annual Jatra in January, at which, in former times, 100,000 pilgrims usually attended.		
Duwend kh'nd. desc. 1f.	2	3
Duwend, *25h. 1s. N. and ws*	2	4
*Wallah, *Rastia's*, *96h. 6s. and ws*	1	7
r. 3f. Peesoortee, *35h N. and ws.*	2	5
Over Neera Bridge, 200 feet long	4	6
Note.—At Neembod, half a coss east, on the N. side of the Neera, is a large Wara built by the Peshwa, and now frequented as a halting place by travellers going to Sattara or Sholapoor.		
*Padigaon, *Nimbhalkur's*, *16h. 1s.*	1	5
Note.—At this village the dak from Poona branches off to Sholapoor and Sattara, and there is a Karkoon to separate the packets.		
Koosoor, *10h. N. and ws.*	2	5
Tunduwulee, *20h. ws*	3	4
Soorowudee or Soordee, *(dâk)*, *50h. 2s. ws*	3	2
Neemboora, *50h. 1s. ws*	1	3
Cr. a *N.*	1	0
*Cr. Banneya *N.* to Fultun. *Nimbhalkur's (dâk)*, *1,100h 22s. weekly bazar*	3	3
Eerunee, *100h. 4s. N. ws*	3	2
Peeprud, *75h. 1s. N. and ws.*	3	2
*Burda or Burud, *(dâk)*, *100h. 3s. N. and ws*	4	0
l. 3f. Rajooree, *70h. 2s. N.*	3	4
l. 3f. Kooroolee, *40h. 1s. N.*	1	0
l. 3f. Dhurumpooree, *50h. 1s. N.*	2	1
Cr. a *N.*	0	7
Moroochee, *(dâk)*, *100h. 1s. ws.*	1	3
Cr. a *N.*	1	1
*Natapoota, *400h. 25s. ws*	3	0
Cr. a *N.*	0	6
Mandwah, *(dâk)*, *60h. 2s. N.*	2	7
Kooroondwar, *100h. 2s. N.*	3	7
*Malshirus, *(dâk)*, *125h. 9s. N. ws*	3	4
Khooroos, *50h. 1s. N. and ws.*	5	0
Yellapoor, *K. (dâk)*, *350h. 7s. N. and ws*	6	0
Note.—The Poona division, on the 20th February 1818, overtook the Peshwa's army at Gopal-Ashtee after a march of 29½ m. from this place, when Gokila fell, and the Sattara princes fell into Brigadier General Smith's hands.		
*Cr. *N.* to Tondla-Bondla, *(dâk)*, *25h. 1s.*	4	3
Cr. a *N.*	2	1
Cr. *N.* to Shuhgaon, *(dâk)*, *25h. 1s.*	5	4
Wakree, *40h. 1s. N.*	5	0
Cr. *N.* to Pundurpoor, *2,900h. 125s. Rajah of Sattara*	3	1
*Cr. *the Bheemah to* Kegaon, *25h*	0	6
Note.—Here ends the territory of the Rajah of Sattara.		

Places, &c.	Distance between. M.	F.
Dehgaon, 40*h.* 1*s. Bheema R.*	2	5
Cr. a *N.*	1	3
Soosta, (*dâk*), 100*h.* 1*s. Bheema R.*	3	5
Cr. two *N. in*	3	3
*Takolee, 50*h.* 1*s. N.*	2	2
Wurkoota, (*dâk*), 10*h. N.*	3	6
Cr. a *N.*	0	1
Babhoolgaon, 40*h.* 1*s. ws.*	2	4
Koorool, *Mala-chu*, 200*h.* 6*s. ws.*	3	4
Peepree, *Mudumeshwur*, (*dâk*), 10*h. ws.*	2	4
*Singolee (*dâk*), 30*h.* 1*s. and Cr. Seena R. to* Teerah, *by flying bridge*, 100*h.* 2*s.*	5	4
Cr. a *N.*	3	0
Cr. *N. to* Dehgaon, 40*h.* 2*s.*	0	6
Cr. a *N.*	1	4
Sholapoor, *Cantonments, Post-Office*	1	6
Total measured miles	157	0

XXI.

From POONA to SECUNDRABAD, via Sholapoor and Nuldroog:

Places, &c.	Distance between. M.	F.
To Sholapoor, *vide* XX.	157	0
l. 4f. Tatna, 15*h. N. w.*	4	0
Boramunee, 150*h.* 3*s. N. w.*	5	4
*Tandoolwadee, *and cr. Hurna R.* 200*h.* 4*s.* 6*ws*	5	2
Hitkul, 40*h.* 1*s. ws.*	4	2
Baboolgaon, 40*h. N. ws.*	1	5
Sirdee, 20*h. N. ws.*	1	2
*Nuldroog, 1,500*h.* 50*s. R. ws.*	7	5
Julkot, 2*s. N. and ws.*	4	3
Dustapoor, *N. and ws.*	2	2
Yeneekoor, or Yelgoor, 1*s. N. and ws.*	4	7

Note.—This place is the chief town in the Jageer, and usual residence of the Nuwab Dooly Khan, whose civility and hospitality to English gentlemen is celebrated.

Places, &c.	Distance between. M.	F.
*Dalimb, or Dalimbay, 4*s. ws.*	3	2
Yanee, or Yalee, *chota, N. ws.*	4	0
Yanee, *bura*, 2*s. ws.*	2	1
*Oomergah, 32*s. N. and ws.*	4	1
Milsir, 1*s. ws.*	4	0
Koonalee, *ws.*	3	4
*Soorjee, 40*s. N. and ws.*	3	6
Nelwara, *ws.*	4	4
Meergahulee, 2*s.*	1	4
Halhulee, 2*s.*	1	5
Furdapoor waree, 2*s.*	1	5
Furdapoor, 1*s. N. and ws.*	3	7
*Kulianee, P. 60*s. t. and ws.*	1	6
Naravenpoor, 2*s. t. and ws.*	2	3
r. 4f. Rajasir or Rajasooru, 20*s. N. and ws.*	6	2
Gudawuntee, *N. ws. and t.*	4	2
*Hoomnabad, 120*s. N. and ws.*	2	4
Hoorgee, or Hoondikee, 5*s. N.*	3	2
Kupergaon, 1*s. N. and ws.*	2	6
*Tarmulungee, or Wungulgee, 1*s. N. and ws.*	6	0
Yekalee, *chota*, 1*s.*	5	1
Murkoonda, 2*s. R. and ws.*	3	4
*Churikpulee, 3*s. N. and t.*	4	7
Sitwar, or Sutwara, 2*s. ws.*	2	6
Bura Yekalee, 25*s. ws.*	5	6
r. 1½ f. Alleepooram, *ws.*	1	6
*Rajoorah, 3*s. R. and ws.*	1	5
Hoogailee, *ws.*	1	1
Digwal, or Digwar, 3*s. t. and ws.*	3	0
*Kumkol, 1*s. ws.*	7	0
Boodwarum, 1*s. ws.*	2	4
Hursor, *N. and ws.*	3	0
* Sutta, asseé, Sedashapet, 50*s. t. and ws.*	6	0
Nundee-Kundee, *N. and ws.*	2	3
Cr. Nundeewagoo, *N.*	0	4
*Kundee, 2*s. t. and ws.*	7	4

Places, &c.	Distance between. M.	F.
Kowlumpetah, or Komulum, 2*s.* *t.*	7	4
Roodrarum, 15*s.* *N. and ws.*	2	0
Mootingee, 1*s.* *t. and ws.*	4	7
Cr. Nuckawagoo, *N.*	0	6
*Puttuncheroo, 50*s. ws.*	1	6
Ramchundurapulee, *ws.*	2	2
Lingumpulee, 3*s. ws.*	2	3
Note.—The road branches off here through Durgah to Hydrabad, distant 14 miles.		
Gungaram, 2*s. ws.*	0	6
Meeahpooram, *ws.*	2	0
* Kookutlapulee, 2*s. ws.*	4	2
Cross *N.* to Moosapettah	1	2
Balanugrum, *ws.*	1	6
Parajagooduim, *N. and ws.*	0	5
Beegumpetah, *t.*	0	6
Head Quarters Secundrabad	1	7
Total miles	349	5

XXII.

From POONA to SECUNDRABAD, via Tooljapoor:

Places, &c.	Distance between. M.	F.
To Cheecholi, *Swamechu, vide* XIX.	60	4
Khanwuttee, 100*h.* 3*s.*	8	4
Cross the Bheema *R.*	0	2
*Jitee, *Rajah of Sattara's, a weekly bazar*, 100*h.* 10*s. ws.*	3	4
Bhugutwaree, 50*h. ws.*	2	4
Hingnee, 50*h. N. and ws.*	2	2
Paroree, 50*h.* 1*s. N. and ws.*	2	3
*Waseemb, 150*h.* 3*s. N. and ws*	3	1
Sogaon, 150*h.* 3*s. N. and ws.*	2	1
Kergaon, 200*h.* 4*s. N. and ws.*	2	2
Shetphul, 100*h.* 2*s. ws.*	2	4
*Jeoor, 150*h.* 2*s. N. and ws.*	2	6
Lowha, 100*h.* 1*s. N. and ws.*	2	1
Limbora, 75*h.* 1*s. ws.*	2	6
Ghotee, 100*h.* 2*s. N. and ws.*	2	6
*Ropala, *jageer in Rao Rumbha's family*, 300*h.* 10*s. N. and ws.*	6	1
Biturgaon, 75*h.* 1*s. N. and ws.*	2	1
Singéwaree, 75*h.* 1*s. N. and ws*	2	6
Cr. Seena *R.* to Kurunjee, 50*h.* 1*s.*	0	2
Cr. Oolpa *R.* to Pimpree, 50*h.* 1*s.*	2	0
*Lonee, 100*h.* 2*s.*	7	1
Shendree, 50*h.* 1*s. N. and ws.*	1	7
Wangurwaree, 50*h. N. ws.*	1	6
Bhoj Pimpree, 50*h.* 1*s. N. ws.*	3	2
*Goolpoli, 100*h.* 1*s. N. and ws.*	4	5
A well	1	0
Soordee, 75*h.* 1*s. N. and ws.*	1	7
Eerleh, 50*h. R.*	3	5
Cross the Bhogawuttee *R.*	0	1
*Wuerag, 3,000*h. N. and ws.*	4	3
Cr. Nagjurree *R. twice in*	7	4
Ambegaon, 75*h.* 1*s. Nagjurree R.*	3	3
Cr. to Bhandgaon, 75*h.* 1*s.*	0	3
Meerjunpoor, 50*h. N. and ws.*	3	5
A Gosaen's waree and muth, 25*h. N. and ws.*	2	6
Foot of Tooljapoor ghât	2	0
**Ascent to* Tooljapoor, 1,000*h.* 40*s.*	0	4
Note.—There is a good cart road to Tooljapoor except near Hingee, where it is stony ; and in the rains it is miry approaching the Seena R. and Gorda N.		
Kakrumba, 40*h. N. and ws.*	4	0
*Khundalla, 4*h. ws.*	4	0
Torumba, 40*h. ws.*	4	2
Mardhee, 12*h. ws.*	3	4
Batkul, 9*h. ws.*	1	0
*Lohar, *Boodrook*, 150*h.* 6*s. ws.*	2	2
Lohar, *Khoord*, 5*h. ws.*	1	2
Danoree, 50*h.* 1*s. ws.*	3	6
Taousee, 40*h.* 1*s. N. and ws.*	3	2
Oodutpoor, 10*h. ws.*	1	6
Nagaralla, 20*h. ws.*	1	4
Hoolee, 10*h. ws.*	3	2
*Petsangwee or Petsingee, 20*h.* 2*s. N. and ws.*	3	0
Narangwaree, 30*h. N. and ws.*	3	0

Places, &c.	Distance between. M.	F.
Nochakoor, 40*h.* 2*s. N. and ws.*	3	0
Dongurgaon, 10*h. N. and ws.*	1	2
Ramlingmoodgur, 35*h. ws.*	3	2
*Soorjee or Kasar-Seersee,	3	6
Secundrabad, *vide* XXI.	130	0
Total miles	343	3

XXIII.

From POONA to MOMINABAD, via Pautus and Kurda:

To Pautus, *vide* XIX.	39	2
Warree, 10*h. N. and ws.*	1	6
Daoond, *Ramchundur Mullar's*, 80*h.* 13*s.* 10*ws.*	6	5
Cross the Bheema, 1¼*f. wide.*	1	2
Kowta, *l. b. Bheema R. Sindhia's*, 20*h.* 1*s.*	0	7
Aznooz, 40*h.* 2*s. l. b. Bheema R.*	3	3
*Pairgaon, *K. Sindhia's, l. b. Bheema R.* 341*h.* 15*s. Dh.*	3	2
Sairgaon, *Sindhia's*, 30*h.* 2*s. ws*	2	6
Cr. Lokarra *R.*	3	2
Bakshuswarree, 15*h. N. and ws.*	2	3
Peempulwarree, 30*h.* 2*s. N. and ws.*	3	4
*Tharodee, 22*h.* 1*s. ws. Dh.*	5	2
Koombaful, *des.*	3	7
Koragaon, *Sindhia's*, 165*h.* 5*s. ws.*	3	1
Chappurgaon, 30*h.* 2*s. ws. Dh.*	7	6
Deegee, 4*h. Seena R.*	2	5
Cr. Seena *R.* to Aggee, 6*h.*	1	1
Note.—Kurmulla in sight on the right, 4 coss distant.		
*Nanuz, *K. Nimbhalkur's*, 175*h.* 20*s. ws. Dh.*	6	7
Nanuzkee Warree, *Nimbhalkur's*, 9*h. ws.*	2	3
Wagha, 12*h. N.*	1	3
Peempulgaon, 16*h. ws.*	1	2
Wakee, 18*h. N. and ws.*	3	4
*Khurda, *K. and fort*, 2,000*h.* 45*s.* 35*ws. Ch. and Dh.*	3	2
Enter Khurda ghât.	2	0
Asc. gradual, but impassable to carts	3	3
Nizam's Territory:		
Puckroor, *Nizam's*, 60*h.* 1*s. N. and ws.*	1	4
Eet, *K.* 650*h.* 10*s. ws. Dh.*	2	0
l. 1*f. Dokechu*-Warree, 75*h.* 1*s. ws.*	2	6
Geerwulee, 30*h.* 1*s. ws.*	1	4
**Kumuleshwurachu*, Peempulgaon, 55*h.* 2*s. N. and ws.*	4	4
Lakhungaon, 50*h.* 1*s. ws.*	3	3
Para, 200*h.* 3*s.* 13*ws. dh.*	3	1
Peempulgaon, 30*h. Wanjura R.*	4	6
Note.—This is the Manjera of maps, it takes its name from a village named Wanjurkhaira near its source in the hills 14 miles north of Amba. It flows very circuitously through Telengana, and is a mile broad before it joins the Godavery.		
*Borgaon, 53*h.* 1*s. Wanjuru R.*	3	6
Hatgaon, 20*h. N. and ws.*	3	3
Sattephul, 50*h. ws.*	2	1
Ooklee, 10*h. ws.*	2	5
Eesub-Wargaon, 125*h.* 6*s. ws. Dh.*	3	1
Paeetun, 25*h. N. and ws.*	4	2
Sawuleshwur, 8*h. N. and ws.*	0	3
**Boree*-Sawurgaon, 50*h.* 2*s. ws*	4	6
Deegol, 60*h.* 1*s.* 10*ws.*	3	1
Sawurgaon, 100*h.* 1*s. ws. Dh.*	2	4
Moriachu-Warree, 15*h.*	4	1
Cantonments, *Head-quarters.*	0	7
*Mominabad or Ambajogaee	1	0
Total miles	175	2

Note.—The road is frequented by carts as far as Kurda; thence to Eet is perfectly impassable to any description of wheel carriage; the rest of the way is a cart road. The dhurmsalas are all wretched places.

XXIV.

From POONA to SATTARA, via Katruj ghat:

To Katruj, 73*h.* 1*s.*	6	0

Places, &c.	Distance between. M.	F.
Note.—From the tank here an aqueduct leads to the city of Poona, built by Nana Furnees.		
Bottom of ghât, north	2	2
Note.—The approach to the Katruj ghat is a bad, stony road, the asc. 1½ m. is steep, and road bad, the table land is 7 f. of good road, which continues down the southern descent, a good cattle road, but impassable for carts.		
*Velloo, or Yeloo, 50*h*. 3*s*. *Dh*.	5	3
Cross *N*. to Sewree, 75*h*. 6*s*..	3	5
Kamturee, *jageer*, 13*h*.	5	1
Cross *N*. to Kikvee, 35*h*. 6*s*. *Dh*.	5	0
Cross *N*. to Pandeh, 35*h*.	1	5
*Cr. Neera *R*. to Seerwul, *K*. *Suchew Punt's*, 425*h*. 17*s*.	0	6
Khandala, 50*h*. 7*s*	6	6
Bottom of Kumathee ghât	2	2
Ascent steep and road bad	1	0
Note.—Wave, a town having a large Bramin population, formerly belonging in jageer to the Rastia family, and still their residence, is about 6 m. distant. S. W. on the Krishna.		
Suroor, 50*h*. 3*s*. *N*	3	0
Kuwta, 94*h*. 1*s*. *ws*	1	2
*Bhooenj, 170*h*. 4*s*	4	5
Cheendwulee, *r. b. Krishna R.* 80*h*. 2*s*	1	2
Murdha, *l. b. Krishna R.* 80*h*. 2*s*	4	0
Wureea, 25*h*. *and Cr. Vena R.*	5	4
Cr. *N*. to Kurunjee, 150*h*. 4*s*..	3	5
Sattara	1	0
Total miles	64	5

Note.—The Khandala, called also Hurrulee, also Kumatkee ghat, is a good road for cattle. Between Velloo and Keekbee the road is miry in the rains, and to Seerwul worse.

XXV.

From POONA to BELGAM, by the Bhor ghat, Koraigaon, *and crossing the Krishna at Erroor*:

Places, &c.	Distance between. M.	F.
To Lonee, *vide* XIX	10	0
l. 4*f*. Bodree, 25*h*. *N. and ws*..	5	0
Wultee, 33*h*. 1*s*. *t*	2	2
Bhor ghât, *asc*. 6*f*. *gun road*..	1	7
*Rajahwaree, 24*h*. 2*s*. *ws*	3	0
Cross Kurah *R*	5	3
*Jejoory, 430*h*. 54*s*. *t*	2	6
To Padégaon, *vide* XX	15	6
Lonund or Lonud, *Suchew Punt's*, 25*h*. 4*s*. *N. and ws*..	4	5
Tamba, *Nimbhalker's*, 18*h*. 1*s*. *N*	4	1
Salpa, 50*h*. 1*s*. *Nimbhalker's*..	2	5
Asc. Salpa ghât to Tuduwulee, 200*h*. 2*s*. *ws*	3	3
Wautur, 50*h*. 1*s*. *ws*	1	6
*Deoor, *Bhonsla's*, *Rajah of Nagpoor*, *Dh*. 130*h*. 4*s*	2	4
Pulsee, 25*h*. *Wusna R*	2	5
Julgaon, *Wusna R*	6	0
*Kuregaon-Koompti, 200*h*. 2*s*. *N. and ws*	3	4
Yeskul-Serumba, 125*h*. *N*	3	4
Cross *N*. to Nigidy, 60*h*. 1*s*	1	1
*Rehmutpoor, *K*. *Putwurdhun's*, 500*h*. 110*s*. *N. and ws*	3	6
Soorlee, 50*h*. 2*s*. *N. and ws*	2	7
Cross *N*. Arvee, 250*h*. 2*s*	3	2
Cross *N*. to Nagjery, 150*h*. 3*s*.	2	2
Cr. *N*. Nagjery ghât, 6½*f*. *in length*	2	4
*Poosasawalgee or Poosasaolee, *K*. 380*h*. 20*s*. *ws*	2	4
Note.—The direct road from Nigidy for travellers without carts is by Apsinga, Saup, Naee, Teermula, Wurhee and Kulumbi.		
Cross *N*. to Goregaon, 60*h*.	1	7
Cr. *N*. to Hingengaon, 70*h*. 3*s*. *ws*	3	4
Belwaree, 70*h*. 7*ws*	2	3
Cross *N*. to Soholee, 30*h*. 3*ws*.	2	4
Cr. 2 *N*. to Kurapoor, 90*h*. *ws*.	2	1
Note.—The Nannea R. runs within a mile of the last five villages on the left.		
*Cr. *N*. to Hingengaon, *chota*, 80*h*. 2*s*	2	3

Places, &c.	Distance between. M.	F.
Cr. 3 *N.* to Waungee, *K.* 300*h.* 3*s.* 16 *ws*	2	6
Cross *N.* to Ramapoor, 60*h.* 1*s.*	4	4
Balowree, *Raja of Sattarah's*, 123*h. Verla R.*	2	0
*Andlee, *Chintamun Rao's*, 39*h. Verla R.*	2	1
Moral, *Merichkur's*, 12*h. Verla R.*	1	7
Rajapoor, *Merichkur's*, 54*h. Verla R.*	2	0
Dowlee, *Chinchineekur's*, 114*h. cnd cross the Verla R. to* Toorchee, *Merichkur's*, 147*h.* 2*s.*	2	6
*Cross *N.* to Tasgaon, *Putwurdun's*, 1,610*h.* 266*s. N. and ws*	3	4
Kowta, *Merichkur's*, 243*h.* 44*h. ws*	3	4
Kowlapoor, *Chintamun Rao's*, 213*h.* 9*s. N.*	4	5
Kanunwaree, *Chintamun Rao's*, 19*h. ws*	3	1
*Tangé, *Merichkur's*, 50*h. ws.*	1	2
Malgaon, *Merichkur's*, 218*h.* 11*s. N.*	3	4
Bolwar, *Merichkur's*, 15*h. N.*	2	7
*Muesal, *Kedarjee Sindee's*, 252*h.* 6*s. Krishna R.*	5	1
Kagwaur, *Putwurdhun's*, 384*h.* 20*s.* 25*ws*	4	0
Seergoopy, *Putwurdhun's*, 200*h.* 4*s. ws*	5	0
Edoorhutty, 20*h.* 1*s.*	2	5
*Cross Krishna *R.* to Edoor or Erroor, *dew.* 136*h.* 4*s.*	2	0
Kuloolee, 108*h.* 1*s.*	1	6
Seedapoorhutty, 69*h.* 2*s. ws*	2	4
Cr. *N.* to Karapoor, 120*h. N. and ws*	2	0
Keroor, 136*h.* 2*s. ws*	1	7
Through two khinds,	1	7
Top of high land	3	4
*Nagurmanowlee, *Kolapoorkur's*, 96*h.* 1*s.*	2	1
Cross a *N.*	1	6
Seerhuttee, *Kolapoorkur's*, 18*h.*	2	0
Sarapoor, *Bhow Maharaj's*, 70*h. ws*	1	5
Kotbugee, *Kolapoorkur's*, 73*h.*	4	0
Cross Gutpurba *R.*	0	2
Mootenhal, *Jungummut*, &c.	0	7
*Konoor, *Putwurdhun's*, 44*h.* 2*s. Gutpurba R.*	1	5
Note.—The cataract in the Gutpurba, commonly called the falls of Gokak, is 2¼ miles dist. The volume of water is precipitated 180 feet.		
l. 2*f.* Ghorgeeree, 198*h.* 4*s.* (*dák.*)	1	4
Cross *N.* to Goorkhétur, *Kolapoorkur's*, 35*h. N. and ws.*	2	4
*Cross Markunda *R.* to Padshapoor, *K. dák*		7
Koondurgee, *K. Markunda R.*	1	1
Cross *N.* to Dassum,	1	3
Cross *N.* to Goojgunhall, *Enam* 40*h.*	3	4
Sooladhal, 92*h. N. and ws.*	1	4
Toomurgoodee, 16*h. ws.*	2	7
*Marréhall, 269*h.* 9*s. N.* 74*ws.*	5	2
Soolabavee, 102*h.* 1*s.* 10*ws. dák*	1	1
Cross *N.* to Yedoolabavee, 18*h.*	1	0
Chundoor, 30*h. N. dák*	1	1
Kungam *boodrook*, 31*h.*	0	6
Note.—These five last villages belong to Chintamun Rao.		
Kungam *khoord*, *Putwurdhun's*, 37*h.*	1	0
Chundgurh, *Enam*, 50*h. N. and ws*	1	3
Ustagee, or Ushtay, *Enam*, 79*h.* 8*ws*	0	5
Cross *N.* to Moochundee, 160*h. dák*	1	0
Kulkambu, *Chintamun Rao's*, 50*h.* 12*ws*	1	1
Cross *N.* to Kunaburgee, 206*h.* 1*s.* 59*ws*	0	7
Belgam,	3	6½
Total miles	241	5

Note.—Kittoor is 28 m. S.E. of Belgam.

Places, &c.	Distance between. M.	F.
XXVI.		
From POONA to BELGAM, via Sattara, Kurarh, Islampoor, Atta and Nugurmanoolee:		
To Sattara, *vide* XXIV.....	64	5
Over the hill.....	0	7½
Bottom of the hill to Songaon, 40*h*.....	1	5
Cr. Oormooree, *N.* to Shelkewara, 16*h*.....	0	6
Yechla (*dâk*), 79*h*. 6*s*.....	1	4
Cross *N.* to Dolgaon, 13*h*....	1	0
Cr. *N.* to Paudlee, 16*h*. 2*s*....	1	6
Cross a *N*.....	1	1
Guneshwaree, 15*h*.....	1	3
Hurpulwaree, 38*h*. *ws*.....	2	5
*Paul, *Tandulee R. Dew*.....	1	0
Cross 3 *N.* to Wurgaon, 25*h*. *ws*.....	2	6½
Cross 5 *N.* to Eendolee.....	2	4½
Cross *N.* to Hindgoola, 20*h*. *ws*	0	7
Cross 2 *N.* to Oomruz, *K.* 150*h*. 32*s*. *Krishna R*.....	2	3
Cross Mand *R.* to Sewra, 60*h*. *ws*.....	0	2
Cross *N.* to Wuroda.....	1	6
Belowra, 20*h*.....	1	7
Korshee, 55*h*. *Krishna R*.....	1	4
Krishna *R. l. b*.....	2	5
*Cross to Kurarh, 2,500*h*. *including* 200 *weavers*, 100 *oil pressers*, 25 *makers of cumlies*, *and* 30 *paper manufacturers*	1	0
Note.—Kurarh is the chief town and residence of the Punt Pritheeneedhee, one of the eight ministers of the Maratta Empire. The present Punt lost great part of his jageer by rebellion against the Peshwa, and one of his hands in battle. A post-office writer is stationed here.		
Mulkapoor, 20*h*. *N*.....	2	1
Cr. 2 *N.* to Nandoolpoor, 50*h*..	1	4
l. 3*f*. Adoogaon, 20*h*. *Krishna R*.	1	5
Adookah, 50*h*. *N. which cr*...	2	2
Malkèr, 30*h*. *Krishna R*.....	1	6
r. 3½ *f*. Kasigaon, *Raja of Sattarah's*, 350*h*. *N*.....	2	0
r. 2 *f*. Neerla (*dâk*), 400*h*. 1*s*. *N. and ws*.....	3	5
Kapooskair, 60*h*. 5*ws*.....	1	6
*Oorun-Islampoor, *Rajah of Sattarah's*, (*dâk*), 1,500*h*. 15*s*. 20*ws*.....	2	2
Cross a *N*.....	1	6
Toojerpoor, 25*h*. *ws*.....	1	5
Cross a *N*.....	1	4
Got-kindee (*dâk*), 300*h*. 4*s*. *N. and ws*.....	3	2
* Dhowlee, 300*h*. 4*s*. *N*.....	2	7
Kangurany, *N. and ws*.....	2	4
Cr. Warna *R.* to Koochi, 40*h*. *ws*.....	3	2
Watar, 100*h*. *N. and ws*.....	1	6
Narodah, 60*h*. *N. and ws*.....	1	0
Neezul, 60*h*. *N. and ws*.	2	6
Mazula, 50*h*. *ws*.	1	5
* Alta, 500*h*. 5*s*. 60*ws*. *N*.....	1	3
Cross 2 *N*.....	1	7
Atkelungra, 100*h*. *N. and ws*.	0	7
Koorachi, 50*h*. 20*ws*. *N*.....	1	5
Eenchul. Kurinjee, *Gorpora family of Kolapoor*, 400*h*. 55*s*. 50*ws*.	3	3
Cr. Panchgunga or Hurncasee *R.* to Serodaul, 50*h*.....	1	7
Gokarwady, 50*h*. *ws*.	1	3
* Bhorgaon, 200*h*. 40*s*. *ws*...	4	4
Cross the Doodgunga to Sudulgee, *Rajah of Kolapoor's*, 430*h*. 16*s*.	2	5
Nagurhal, *Rowalpa Desaee's*, 58*h*. *N. and ws*.	5	4
Heerkoree, *Rajah of Kolapoor's*, 124*h*. *N*.....	2	1
Chikoree, *Rajah of Kolapoor's*, 600*h*. 7*s*. *ws*.....	2	4
Kurosee, *Suenaputee's*, 94*h*. 1*s*. *N. and ws*.....	3	6½
Dadgoor, *Enam*, *Ballajee Punt Nathoo's*, 214*h*. 1*s*. *N. and ws*.....	3	3

Places, &c.	Distance between. M.	F.
Hunjanhuty, *Wutmooree Desaee, 73h. N. and ws.*	2	6
Hookeree, *Rajah of Kolapoor's, 300h. 25s. aqueduct*	4	2
Gourwar, *Swamee of Sunkeshwur, 66h. Hurncasee R.*	2	7
Burkoondurgee, *Bhow Maharaj's, 72h. ws.*	0	1½
Yumkundmoordhee, *500h. 30s. N.*	4	6
Kulweekuty, *35h. ws.*	3	2
Uludhal, *10h. N. and ws.*	2	1½
Cross Gutpurba *R.* at Duree, *192h. 16s.*	1	7
Note.—From Yunkundmoordhee inclusive belongs to the Rajah of Kolapoor.		
Chelumunhuty, *8h. N.*	1	7½
Rajgolee, *164h. 20s. ws.*	1	2
Tulgolee, *19h. N.*	1	1
Hundeegnoor, *Chintamun Rao's, 92h. N. 3 dh.*	3	3½
Agasuga, *82h. ws.*	2	2
Cross Markunda *R.*	3	1
Kunguraly, *37h. R.*	0	1½
Belgaon,	2	0
Total miles....	213	2½

Note.—A very good road branches off at Islampoor, and passing through Nandnee, and Danwar on the Krishna, (where there is a post-office writer) joins this road again at Nugurmanoolie. There is however no boat on the Krishna at Danwar, but there is a flying bridge and boat at Erroor, (vide XXV) which travellers should prefer in the rains.

XXVII.

From POONA to DHARWAR, via Tasgam Erroor and Padshapoor:

To Padshapoor, *P. vide* XXV.	213	0
r. 1 *f.* Dasrutty, *10h. N.*	1	5
Aukalungra, *150h. N. and ws.*	2	5
Cr. *N.* to Poonjahutty, *30h.*	3	0
Hoscottay, (*dâk*), *20h. 1s.*	4	4
Hunoomanhutty, (*dâk*) *100h. 1s. ws.*	2	1
Mullapoor, *30h. ws.*	1	6
*Naissergee, *K.* or Naisree, *lately Kittooorkur's, 40h. 7s. N. and ws. baz. Thurs.*	0	7
Note.—At this place the road branches off to Kulladgee cantonments, and a tuppal writer resides here to separate the packets.		
Mudunbavy, (*dâk*), *ws.*	1	5
Moorkeybavy, *50h. ws.*	1	7
Cr. *N.* to Naganoor, *200h. 2s. N. and ws.*	1	4
Bylwarah, (*dâk*) *50h. N.*	2	2
Devulapoor, *and cr. Mulpurba R.*	2	5
*Sangoly (*dâk*), *r. b. Mulpurba R. 200h.*	2	1
Summutkee, *30h. N.*	4	6
Kodaunpoor, *100h. N. and ws.*	1	6
Kersigheeutty, *20h. 1w. t.*	3	6
Thadcor, *200h. ws. t.*	4	0
Shidapoora, *5h. w.*	0	4
*Cross *N.* to Gurrug (*dâk*), *300h.*	2	0
Cross a *N.*	1	4
Mungulhutty, *30h. t.*	1	6
Cr. *N.* to Naraendow (*dâk*), *200h. 6s. N. and ws.*	2	4
Cr. *N.* to Ettengootah, *20h.*	2	0
Cr. *N.* to Dharwar.	2	2
Total miles....	268	0

XXVIII.

From POONA to MALWAN, via Kurarh and Anuskoora Ghat:

To Kurarh, *vide* XXVI.	95	3
Along the Koyena, r. b.	1	4
Chuchugaon, *60h. 2s.*	2	4
r. 3 f. Eeng, *50h. 2s.*	1	0
Through a khind at 1½ *m. and cr. N. to* Wund, *150h. 3s.*	4	4
*Mand *R.* to Oondala, *30h. 1s.*	2	0

Places, &c.	Distance between. M.	F.
Cr. 3 *N.* to Yenpa, 30*h*.....	5	4
Through Menee khind and cross a N. to Yellapoor, 50*h*.....	3.	4
Cr. *N.* and Warna *R.* to Gondolee, 30*h.* 1*s*.....	4	1
**r.* 1*f.* Retru, *Kolapoorkur's,* 35*h.* 2*s. a temple, Warna R.*	0	7
Kotoolee, 35*h.* 1*s*.....	1	4
Cross a *N*.....	0	6
An asc. of 2*f. good road*.....	1	7
Along table land,.....	1	0
Desc. 2*f.* to Perud, 30*h.* 1*s*...	1	5
**Cr. below the junction of the* Kurwee *and* Solee *R. to* Mulkapoor, 1,400*h.* 50*s*...	0	6
Note.—This is a considerable trading town, the principal mart of the traffick between the Kokan and Dekhan in this quarter.		
Pass Ootchit and cr. Salee *R.* to Kond, 25*h*.....	2	4
Cr. 2 *N.* to Yelwun, 25*h.* 1*s*..	6	1
Cr. *N.* and *R.* to Manjuru, 25*h.*	2	7
*Cr. Manjuru *R.* Kasaree *R. and* Gondolee *R.* to Anuskoora, 35*h.* 3*s*.....	5	5
Top of the ghât.....	0	4
Note.—The country from Retru belongs to the Raja of Kolapoor.		
Yerundow, *at the bottom,* 30*h.* 1*s*.....	2.	0
*Cr. 2 *N.* to Karaolee, 25*h*....	1.	2
Cr. 2 *N. and* Kuruck *R.* to Tulowru, 10*h*.....	2	7
Cross a *N*.....	0	6
To a hill 4*f. asc. and* 4*f. desc*..	1	4
*Cr. *N.* to Tamanu, 30*h.* 2*s. Temple*.....	3	2
Cr. *N.* and through a khind to Moroushee, *Kolapoorkur's,* 30*h*.....	2	6
Cross 2 *N.* in.....	0	7
Keluolee, 56*h.* 10*s. N. and ws*..	1	0
Mosmu or Mosun, 47*h*.....	1	0
*Khurepatan, *K*.....	2	6
Cr. *N.* to Nurguwu, 244*h*.....	1	4
Cr. 2 *N.* to Wurgaon, 49*h*.....	1	5
Cr. 2 *N.* to Salisah, 111*h. ws*..	1	7
Telru, 35*h*.....	1	7
*Cr. *N.* to Kasurdu, 81*h.* 1*s*...	1	6
Asuldu, (*dák*) 33*h. ws*.....	2	6
Cr. Sawee *R.* to Nandgaon, 63*h.* 1*s*.....	0	7
Behlu, 63*h*.....	2	0
Cr. a *N.* and pass over a ghât to Sawdow, 18*h*.....	1	6
Janwulee, 56*h. N. and ws*.....	1	2
Cr. *R.* to Kul-Muth, 87*h.* 6*s. N. and ws*.....	2	1
*Cr. Sawee or Gur *R.* to Aseea, 160*h. bazar and wells*.....	1	2
Note.—A cluster of remarkable basaltic columns to the right of the road.		
Wagpa, or Wagda, 28*h*.....	0	3
Wusurgaon, 25*h. t*	3	7
Cr. Hurnuhee *R.* to Kusal, 85*h.* 6*s*.....	2	4
Cr. 3 *N.* to Sookulwaree, 15*h*...	3	5
Cr. 2 *N.* to Sawurwaree.....	1	3
*Cr. *N.* to Kuth or Kutta, 12*s. ws*	1	7
Cr. 6 *N.* to Ambdoos, 25*h*.....	3	6
A descent at.....	4	1
Cross Annundohol, *N*.....	0	2
Koombharmat, 30*h. of potters.*	1	7
A descent at.....	0	7
Across the creek and on to Malwan.....	0	7
Total miles....	212	0

Note.—To Mulkapoor above the ghat is a good cart road. The Ankoosra, also called Anooskoora, ghat is much frequented by brinjaries, but no part of the road through the Southern Kokun is passable to wheel carriages. On this route there are no dhurumsalas or temples for travellers to take advantage of.

XXIX.

From POONA to MALWAN, via Kolapoor and Phonda ghat:

To Kurarh, *vide* XXVI.....	95	3
Cr. *N.* to Nundlapoor.....	3	5

Places, &c.	Distance between. M.	F.
Cross Mand Nundee	3	5
Cross *N.* to Belowra	2	2
*Cr. 2 *N.* to Wateegaon, 1*s*	3	6
Cross a *N.*	3	6
Through Kurmula khind	1	0
Cr. *N.* to Butees-Seerala, 500*h.* 15*s*	3	3
*Cr. 2 *N.* *and* Moorna *R.* twice to Mangula, 2*s*	4	4
Cr. Warna *R.* to Mohurah	3	1
Note.—The Warna R. separates the territories of the Rajahs of Sattarah and Kolapoor.		
Shahpoor	1	4
Cross a *N.*	2	2
Through Daneh khind	1	0
Cross 3 *N.* to Kerulee *in*	2	1
Cross *N.* to Kerlee	1	7
*Kolapoor, *capital of the Kolapoor Rajah*	3	2
Peerachuwaree	3	1
Cross *N.* to Wassee	0	6
Cross *N.* to Khandgaon	2	2
Cross *N.* to Dewala	0	5
Huldee	0	7
Bhellu	3	1
*Pureeta, 1*s*	1	4
Cr. 2 *N.* to Ghotowda	1	7
Pass Kowlow, Barujwaree and Shersa to Wurowra	3	2
Awulee, *Punchgunga R.*	1	6
Cross Punchgunga twice to Goodal	1	5
**Again to* Tarala, 30*h.* 5*s*	0	3
Again to Serowlee	1	2
Cr. *N.* to Wuleewuda, 35*h.*	2	3
Cr. Punchgunga, 7 *times in*	6	7
Cr. *N.* to a waree	1	3
Cross Wulwun *R.*	0	3
Top of Phonda ghât	1	0
Descent of the ghât to Phonda, *N. which cross*	2	1
*Cross *N.* twice to Phonda, 30*h.* 2*s.* *a straggling village surrounded with jungle and mango trees*	0	6
Huludmula, 30*h.*	4	3
Kurool, 30*h.*	0	6
Cr. *N.* to Hoomrut, 19*h.*	1	6
Julkee warree	3	0
*Cr. a *N.* to Janwulee, 56*h.*	1	6
To Malwan, *vide* XXVIII.	28	6
Total miles	214	0

Note.—From Kurarh to the top of the ghat is a cart road, and the road through the ghat is very passable for cattle, and may be rode down with ease the greater part of the way. From the bottom the road is tolerably good through thin jungle. From Annundohol to Malwan the road is mostly over bare rock. The Phonda ghat is stated to be better than the Ankoosura, and indeed is one of the most easy passes to the Deccan.

XXX.

From POONA to DAPOOLEE, via Sewuttee ghat and Mhar:

Weetulwaree, 25*h.* *Moola R.*	3	5
Cr. *N.* to Wurgaon, 100*h.* 2*s.*	1	4
*Cr. 3 *N.* to Kuruckwasla, 75*h.* 4*s.* *Temple*	3	4
Cross *N.* to Gora, 50*h.* 2*s.* *Moola R*	2	4
Gora, *Dhakta*	0	6
Khanapoor, 75*h.* 3*s.* *N.*	2	1
Bottom of the Bapdeo ghât	2	3
A well	1	4
*Khambgaon, 25*h.* 1*s.* *N.*	2	3
A well	1	1
Pauba ghât, *asc. and desc.*	3	4
Pauba, 40*h.* *N.*	0	6
Treepooree, 10*h.* *N.*	0	7
Kondwul	0	6
*Tornapeth, 50*h.* 10*s.* *N.*	1	3
Note.—The fort of Tornu belongs to the Punt Suchew.		
Waghdura	1	6
Khandgaon	1	5
Phunnuswaree, 7*h.* *N.*	0	5

Places, &c.	Distance between. M.	F.
Dhonee ghât, *asc. and desc.*...	3	4
Welwaree.....	2	4
*Mureh, *Unnuchuttur*, 10*h.* 1*s.* *and ws*.....	2	7
Sewutee ghât, *a succession of ascents and descents*.....	12	3
Cr. Kal *R.* to Duewar, *Unnuchuttur*.....	0	5
*Beerwaree, 700*h* 30*s.* *Kal R.*	4	3
Cr. the Kal Nuddee 5 *times* to Mhar.....	6	3
Note.—Mhar is the chief commercial town in this part of the Southern Kokan.		
Cross Sawutree *R.*.....	0	4
Seergaon, 25*h.* *ws*.....	1	2
Over Khorderee hill.....	0	6
Well and Nulla.....	2	3
Several asc. and desc. to Kurunjalee, *N. and ws*.....	1	3
Cr *N.* to Kawulgaon, 20*h.* ...	3	5
Sawulkhind, *length 2f.*.....	2	1
Lautwun. 75*h.* *N. and ws. here is an Unnuchuttur*.....	1	2
Cr. *N.* to Vennehgaon. 25*h.* 1*s.* *ws*	2	1
Makurkindee, *length 5f.*.....	2	6
Eesapoor waree, 32*h.* 1*s*.....	0	3
Chincholee, *N. and ws.*	1	4
* Seerkul, 25*h.* 1*s.* *N*.....	0	7
Pallee, *N. and ws.*	1	2
Sondgeer, or Sondurgurh, 10*h.* *N. and ws*	2	1
Peesaywaree, *N. and ws.*	1	6
Peesay.....	1	1
Maloonga, 58*h.* *N. and ws*....	1	1
* Dapoolee, *cantonments*....	4	3
Total miles....	97	7

XXXI.

From POONA to RUTNAGEERY, via Sewutty ghat:

Places, &c.	Distance between. M.	F.
To Beerwaree, *vide* XXX.....	58	7
Cr. the Kalnuddee to Khurowlee, 10*h.* 2*s*.....	0	1
Through a khind of 3f. to Matwan, 10*h.* *N. and ws*.....	0	7
Kungoolu, 15*h*.....	0	4
Haooru, *r. b. Saweetree R.* ...	0	5
* Cr. the Saweetree to Koladpoor or Pholadpoor, 100*h.* *and 5 or 6s*.....	4	1
Cr. Sathwakee *R. the first time*	3	1
Cross again 21 times.....	11	2
Top of the Gogra ghât.....	1	6
Along table land.....	1	1
**Des.* the ghât to Gogra, *Unnuchutur*, 2*s*.....	1	5
Cross 3 *N. in*.....	1	2
Mandwa, 16*h.* 2*s*.....	3	0
Cr. *R.* to Sonda. 10*h.* *N. and ws*.....	2	7
Cr. Jugboora *R.* to Mohongaon, 10*h.*.....	1	3
Cross Doobee Nuddee, ...	2	3
*Moneegaon, *N. and ws.* 15*h.* *no shop*.....	3	1
Cr. Gund *N.* 3 *times in*.....	2	1
Awassee, 25*h.* *ws*.....	2	7
Cross a *N.*.....	5	1
*Cr. *N.* to Purushram, 15*h.* 2*s. ts*	1	3
**To the top of Purushram ghât is 3f. and its des. 3f. more, the road is steep, but passable for cattle lightly laden. A Nulla is crossed 3f. from the bottom, and afterwards a branch of the Chiploon R. to Map, a Pet of Chiploon, the river is then crossed, about 400 cubits wide, to* Chiploon, *Total*.....	1	4
Note.—Chiploon is a considerable town situated on the Jughooree R. 30 miles from the sea, which is navigable for boats of 30 khundies close to the town; boats of 60 khundies come to Gawulkot, 3 miles below the town. Carriage is generally procurable to proceed up to Sattara.		
Paga, 25*h.* 2*s.* *Seenye R.*.....	0	6
Kapset, *Seenye R.*.....	2	1

Places, &c.	Distance between. M.	F.
Keluora,	2	4
Foot of a Khind	0	5
Ascend to Keluora, 10*h*.	1	1
*Cr. *N.* to Dhywulee, *Unchutur*, 2*s*.	2	7
Cross Kapsee *R. by a bridge*.	0	7
Mandkee, 12*h*.	1	2
Pulwa,	1	3
Over khind Kookree, *asc.* 7*f*. *and desc.* 1½*f*.	2	½
Cr. *N.* to Kokru,	2	0
Cr. Gud *R. source near Bueragurh*	1	3
Arowlee, 50*h*.	1	2
Ambooa	2	1
*Makhjoon, 300*h*. *Temples*	1	2
Note.—Boats come up the creek to this place.		
Through Mahuloonga khind	2	1
r. 2*f*. Dhamapoor	2	7
l. 2*f*. Deengenee	3	0
Cr. Kharee to Foorungoos	1	2
To the top of a ghât	0	5
*Turwul or Tudwal, 3*h*. *no shop*	5	1
A well	5	0
Cross Seela *R.* to Phunsola	4	1
Meerjoola. *bottom of a slope*	0	2
Crest thereof	0	3
Rutnageery	4	0
Total miles	163	2½

XXXII.

From POONA to GOREGAON, on the Bankoot river, via Koomba ghat:

To Gora, *vide* XXX	11	7
r. 5*f*. Cross Moota *R.* to Mandvee, 30*h*. 1*s*	4	0
A chowtra of Suchew Punt's near a doho in the Moota in which alligators abound	1	4
r. 1*f*. Sangoornu, 25*h*. 3*s*. *junction of Moota and Moosee R.*	1	3
*Sonapoor, 25*h*. 1*s*	0	5
Note.—Good road from Poona in the dry season.		
Roolu, 10*h*.	1	2
Cr. *N. and* Moosee *R.* to Koorun, 25*h*. 1*s*	1	5
Pass Kadwa, Deenlee, *and* Wurgurh *on the left, and cross Moosee R. to* Ambeegaon, *Boodroog*, 30*h*. 1*s*	3	3
l. 2*f*. Cr. Moosee *R. three times to* Dewusee, 10*h*.	1	2
r. 2*f*. Golup, 7*h*.	0	6
Pass Khamgee deserted, and cross the Moosee to Kosemgurh, and Bhalwurh	1	4
Cr. Moosee *R.* to Polu *and again* to Kusslee,	2	2
r. 1*f*. Ghorkher, 10*h*. *ws*	0	7
**l.* 2*f*. *Cross Moosee R. eight times to* Dapsara, 12*h*	3	6
Note.—This stage first part good, and last four miles bad road.		
At 1 m. 5 f. is the source of the Moosee and entrance of Khoomba ghat. At 2m. 1 f. from the entrance is Golgaon, only 4 houses. At 5m. is Khoomba, or Koomba, 15h. The whole length of the ghat is 7½m. a succession of ascents and descents. It is however reported to me to be the best in this part of the range, perfectly passable to cattle of all kinds, but not so to carts, 3 f. from the bottom and r. 2 f. is Teetwa, 15h. and Maloosta at 1½m. The road hence is bad and stony for 6 f. where Kal R. is crossed to Seeroolee or Serowlee, 80h. 2s. an outpost from Dapoolee. This stage cannot be rode in less than four hours.	//	3
Cr. Kal *R.* to Turmuree, 7*h*.	0	2
Kudapa, 26*h*.	1	6
Cr. *R.* to Seersud and Boawaree, 50*h*. 1*s*	3	5
Cr. *N.* to Hurowndee, 25*h*.	1	6
Kurmelee, 20*h*.	0	7
l. 2*f*. Cr. *N.* to Tamanu, 20*h*.	2	2
l. 3*f*. Pulusgaon or Pulus, 15*h*.	0	3
Cross *N.* to Hulkelee, 30*h*. 1*s*.	2	1
Tuligaon, 30*h*. 1*s*	1	7
l. 3*f*. Cross *N.* to Kooronda	0	7
Wurgaon, 22*h*.	1	6

Places, &c.	Distance between. M. F.
* Goregaon, *K.* 500*h.* 40*s. t. and ws.*	0 6
Note.—The Kalnuddee joins a branch of the Sawutree half a koss distant.	
Total miles	65 5

From POONA to GOREGAON, via Deo ghat:

To Koorun, *vide* XXXII	22 2
Cross *N.* to Sayoo, 25*h.*	3 1
Mosu, 30*h.*	1 2
Puurshet, 15*h.*	0 4
Admal, 20*h.*	1 5
* Cr. two *N.* to Bhoeenee, 15*h.*	3 1
Moogaon, 15*h.* *Gudulu*, 10*h.*	1 0
Pass Kolsee and Oogowlee deserted to Damunohol, 15*h.* *On the left is the source of the Moosee R.*	2 2
Note.—Here is the focus of three ghats, the Linga, Nisnee or Koordoo, and Deo, the latter, which is most northerly, is passable for laden cattle, the others for men only.	
Ascent to the top of Deo ghât	1 0
* Through the ghât to Oomurdee, 37*h.* *and* Seerowlee, 8*h.* 2*s.*	2 2
Note.—Dassgaon is about 23 miles from Seerowlee over a good road, five hours moderate riding, and Bankoot by water may be easily reached in a tide.	
To Goregaon, *vide* XXXII	18 2
Total miles	56 5

Note.—The Deo ghat is bad for cattle, and is now seldom travelled except by foot passengers. In former times the farmer of the customs repaired this ghat yearly, but this practice being now abandoned, the road is becoming worse every year. Roads from the Deo and Koomba ghats for cattle, and from the Linga, Nisnee, and Seebteeba, for men only, all meet at Seerowlee. The Koomba, which is the best of the ghats, leading from Poona towards Dapoolee, is capable of being made a good road. Boats of 50 khundies come up to Goregaon, and may be hired occasionally to Bombay.

XXXIII.

POONA to NEEPANEE:

Places, &c.	Distance between. M. F.
From the church to camp near Lonee, 100*h.* 5*s. N.*	10 0
Kassoordee, 20*h.* 1*s. N.*	13 4
Through the Kore ghât to Kore, 30*h.* 1*s. N.*	10 3
Morgaon, *Chinchoor*, *des.* 700*h.* 12*s.* *Kurrah R.*	9 4
Note.—The temple of Moreshwur in this place sometimes gives name to it.	
Gooloonch, 100*h.* 3*s. N. and ws.* *The Rajah of Sattarah's territory is entered on crossing the Neera.*	12 3
Tamgaon or Thambu, 20*h.* 1*s. N.*	12 2
Deeoor or Jeeoor, 10*s. N.*	10 3
Korégaon-Koompti, 600*h.* *Wusna R.*	12 4
Rehmutpoor, *K.* 700*h.* 40*s. N.*	9 0
Nasgeeree, 50*h.* 2*s. N.*	8 4
Hingungaon, 89*h.* 4*s. N.*	10 6
Hingungaon, 60*h.* 1*s. N.*	10 2
Kampoor-Komlapoor, 65*h.* 1*s.* *Yerla R.*	7 2
Toorty-Dowlee, *Yerla R.*	11 4
Kowlapoor, *Chintamun Rao's*	12 5
Mushal, 250*h.* 5*s. N.*	14 2
Edoor-Manjree, *dew.* 150*h.* 9*s.* *Krishna R.*	12 6
Nangural, *Merichkur's*, 100*h.* 3*s. N.*	9 1
Kuruklat, *Raja of Kolapoor's*, 500*h.*	7 3
Rampoor, 100*h.* 4*s.*	4 1
Neepanee, *Appa Dessace's*	3 3
Total miles	211 6

Note.—Kagul the chief town and fort of Hindoo Rao Ghatge, brother in law of Doulut Rao Sindhia, is 15 miles S. from Rampoor.

The measurement of this route is from one encampment to the next. Vide XXV. the usual route for single travellers with baggage.

Places, &c.	Distance between. M. F.
XXXIV.	
From POONA to NAGOTNA, via Sayu ghat:	
From the public bungalo to Gunesh khind, ...	3 1
Cr. Ramnuddee to Banera,...	3 1
Chandu-Nandu, 30*h.* 1*s*.....	4 3
Lowelu, 100*h.* 2*s. N. and ws*...	2 3
*Cross 2 *N.* pass Buree, Amboolee, and Darolee, to Powrh, *K.* 150*h.* 10*s*.....	6 2
Kullum and Belee, *the Moola running between*.....	1 3
Akoolee,.....	2 0
Jamgaon and Deeslee, *Moola R*.....	2 6
Pass Nanduwulee, and Badwulee to Bhorkus, 40*h.* 3*s*..	2 4
Duewaree,.....	1 5
* Through a khind to Awulus, 50*h.* 2*s*.....	2 5
Morupla,.....	2 6
Note.—Thus far from Poona is a cart road.	
Cross Moola *R. near its source*,	2 1
Ambowna, 15*h.* 1*s*.....	2 0
Note.—The fort of Kowaree 2 miles distant on the right.	
Top of the Sayu ghât.....	0 2
Wassoonda, *near the bottom*,	6 1
* Jamboolpara, *K.* 228*h.* 10*s*..	2 4
Cross Paulnuddee bridge.....	0 3
Awund, 37*h. N. and ws*.....	3 5
Oonair, 5*h*.....	4 6
Rahubgaon, 40*h. N. and ws*...	3 4
Cr. 2 *N.* to Chicknee, 22*h*.....	2 7
Nagotna, *K.* 473*h. ts*.....	0 7
Total miles....	63 4
Note.—The road through Kotroor is 2 m. shorter.	
XXXV.	
From POONA to KHANDALA, via Kasarsaee:	
To Banera, *vide* XXXIV.....	6 2
Balaody, 30*h.* 1*s. Moola R*.....	1 2
Cr. Moola *R.* to Wakerh, *Chinchoor Deo's*, 250*h.* 1*s*.....	1 4
Maroonjee, 25*h. gardens*.....	3 3
**Cr. Raootrao N. a mountain torrent during rain, to* Kasarsaee,.....	2 6
Hence to Dona, *(Suchew Punt's) 7¾ m. is a good made road, which is continued to the top of the khind, 3½ f. asc. The desc on the west 6f. is steep, and a bad road. Seolee is 1½ m. from the bottom, and Kotoorna, where there is a bad Nulla, is 2 m. the Paona R. is 1 m. further; and from it* Ambegaon, *is 1½ m. There is a good wara and 10 shops in the place*.....	14 6
Passing Palee, and through the Damun khind, crossing the Indraownee to Loonowlee, Khandala, *is*.....	9 7
Total miles....	39 6
XXXVI.	
From AHMEDNUGGUR to NASIK, via Sungumnair:	
To Dehra, *vide* XV.....	11 5
Singwa, 75*h.* 5*s.* Dew *R*.....	2 1
Cross Dew *R.* to Nandgaon, 40*h.* 1*s*.....	1 0
Dhaktee Rahooree, 10*h*.....	6 6
*Cross Moolkuree *R.* to Rahooree, *K.* 300*h.* 15*s. Dh*.....	1 0
Chinchoor, 25*h. N*.....	5 3
Gunégaon, 40*h.* 1*s. ws*.....	1 7
* Tambera, 40*h.* 1*s. ws. Dh*..	3 2
Dhaktee Naree, 35*h.* 1*s*.....	2 7
r. 1*f.* Anooswaree, 25*h.* 1*s*.....	1 3
Jurkatee, 25*h.* 1*s*.....	1 4
r. 2 *f.* Dar khoord, 35*h.* 1*s*....	1 6
r. 1 *f.* Lowkee, 30*h.* 2*s*.....	2 3
Dhaktee Asee, 30*h.* 1*s. Dh. and Ch*.....	1 3

Places, &c.	Distance between. M.	F.
* Cross *R.* to Asee, *K.* 125*h.* 12*s.* *Dh.*	0	5
Oomree, 60*h.* 2*s.* *Ch.*	1	3
Wuzurgaon, 50*h.* 1*s.* *Ch.*	2	2
Ruheempoor, 25*h.*	1	5
Jorwu, 30*h.* 1*s.*	1	3
l. 2 *f.* Nimbalè, 25*h.* 1*s.*	3	2
* Sungumnair, *Collector's House*	1	6
Note.—From Anooswaree is along the Pehura or Pruwura R.		
Maldar, 40*h.* 1*s.* *N.*	4	6
Top of Maldar ghât	1	5
* Nimona, 100*h.* 4*s.* *N.* *Dh.* *Ch.*	4	2
Cr. *R.* to Manoree, 40*h.* 1*s.* *Ch.*	3	2
* Cross *N.* to Khamboli, 75*h.* 2*s.* *ws.*	4	3
Cross *R.* and 2 *N.* Moosulgaon, 60*h.* 2*s.* *Ch.* *Dh.*	5	3
Moosulgaon *Khoord*, 25*h.* 1*s.* Dew *R.*	0	2
*Cross Dew *R.* to Sinnur, *Eloo gate*	3	6
Cross Siruswutee *R.*	1	3
The Sinnur ghât properly extends, *asc.* and *desc.*	2	6
To Nasik, *vide* VII.	13	2
Total miles	97	3

XXXVII.

From AHMEDNUGGUR to KOPERGAON:

To Rahooree, *vide* XXXVI	22	4
Cross a *N.*	4	4
Guhwu, 60*h.* 2*s.* *ws.* *Dh.*	3	5
*Kolar, *lahan, Raja Bahader's*, 20*h.* *and cross the Pehura R. to* Kolar, *Bhugwuteechu, a K. of Sindhia's*, 200*h.* 4*s.* (*dâk*) *Dh.*	5	1
Babhoolsir, *Raja Bahader's*, 20*h.* *ws.*	4	3
Nirmul-Peepree, 40*h.* 1*s.* *ws.* (*dâk*)	3	2
Astgaon, 150*h.* 8*s.* *ws.* *Dh.*	2	4
* Rahatu, 150*h.* 14*s.* *ws.* *Dh.*	3	6
Seerdee, 60*h.* 8*s.* *ws.*	3	2
* Kopergaon,	9	0
Total miles	61	7

Note.—A usual route to Nasik branches from this route at Rahatu, and passing through Essgaon, Wahee, and Pangree, joins XXXVI. at Sinnur.

From AHMEDNUGGUR to MALIGAON, via Poltamba and Kasaree ghat:

To Rahooree *vide*, XXXVI.	22	4
Dewulalee, *K.* 125*h* 1*s.*	6	2
* Belapoor, *chota*, 40*h.* 2*s.* *and cross Pehura R. to* Belapoor, *K.* 350*h.* 20*s.* *Dh.*	6	3
Gondaonee, 40*h.* 1*s.* *ws.*	5	1
Neembgaon, 8*h.* *ws.*	3	1
Khurree, 30*h.* 1*s.* *ws.*	0	3
Gondégaon, *Raja Bahader's*, 35*h.* 1*s.* *ws.*	3	4
*Pooltamba or Poontamba, *Sindhia's*, 100*h.* 15*s.* *Dh.*	2	6
Note.—From Ahmednuggur to Pooltamba is a cart road through a cultivated country.		
Cross Godaveri *R.* 2*f.* *wide to Babtera*, 30*h*	1	0
Cross *N.* to Doterah, 75*h.* 2*s.*	5	1
Soorala, 40*h.* 3*s.* *N.* *and ws.*	2	6
*Cross Suringee *R.* to Byzapoor, *Nizam's*	5	3
Note.—This town is said to contain 10,000 persons, and the country round is well cultivated. Another usual route from Pooltamba is through Lak, Kher, Bowur and Kambala.		
Cross *R.* to Rotugaon	2	0
Byegaon, 50*h.* *N.*	3	2
*Beelaonee, 40*h.* 1*s.* *N.*	2	7
Cross 2 *N.* to Narala, 15*h.*	2	2
Parola, 20*h.* 1*s.* *R.*	4	4
Chigurgaon, 25*h.* 4*s.* *ws.*	2	2
Kasarbaree, *desc.* 3½*f.*	3	6

Places, &c.	Distance between. M.	F.
Note.—The descent is gradual, by several pathways, stony and confined, and thin jungle on each side. If it be correct, that Holkar's ordnance went by this pass in 1803, it must be capable of being made a good road.		
Kasaree, 10*h*.	3	0
*Cross Munnar *R.* to Manikpoonj, *K.* 25*h*. 2*s*.	2	3
Note.—I think the distance from Beelaonee must be more. The hill fort of Manikpoonj is abandoned.		
Cross Bangunga	2	6
*Nandgaon, 500*h*. 15*s*. *N. and ws*. *Dh*	4	0
Note.—The road becomes better, and the country more open.		
Hingunwaree, 2*h*. *N*.	2	6
Cross Panjim *R*	1	4
Wukaree, 10*h*. *N. and ws*.	3	2
Para, *Nimbayet*, 15*h*. *ws*.	2	1
* Nimbgaon, *Raja Bahader's*, 50*h*. 1*s*. *ws*	2	3
Jewaree, 20*h*.	2	0
Chundunpooree, 30*h*. *Geerna and Moosum R*.	4	1
Maligaon, *Pettah*	1	5
Through to Cantonments	2	0
Total miles	119	0

XXXIX.

From AHMEDNUGGUR to DHOOLIA, via Pooltambu or Poontambu and Kassaree Ghat:

Places, &c.	Distance between. M.	F.
To Nandgaon, *vide* XXXVIII.	90	2
Jamdurry, 30*h*. *ws*	7	3
An easy descent to Yehelgaon, 30*h*.	5	1
Maildurrah, *a small pass over a low range*	3	1
*Saegaon, 100*h*.	2	5
Cross Girna *R.* to Nandoora, *des*	0	3
Pakura or Sakoora, 10*h*. *N*.	2	5
Daemegul, 10*h*. *ws*	2	3
Iswal, 30*h*. *ws*	3	3
Cross a *N. and* Boree *R.* to Nundal, 9*h*	7	2
*Boorkoond, *K.* 248*h*. *Boree R.*	1	4
Joonwun, or Joonana, 12*h*. *N*.	3	3
Nurwul, 45*h*. *and N*	4	6
Wurjahee, 40*h*. *N*	3	0
Dhoolia	3	4
Total miles	140	5

XL.

From AHMEDNUGGUR to SHOLAPOOR:

Places, &c.	Distance between. M.	F.
Bingar gate to Bingar *R*.	0	5
Durewaree, 20*h*. *ws*	2	3
Cross a *N*	1	0
Naraendo, 100*h*. 2*s*. *N. gardens*	2	4
Ookurgaon, 60*h*. 2*s*. *ws*	2	1
Mandwa, 50*h*. 2*s*	1	5
Lonee, *K. Nizam's, held in jageer by Siyud Meer: much ganja cultivated in the district*, 175*h*. 7*s*. *N. and ws*.	2	1
*Peemplu, *Nizam's*, 100*h*. 5*s*. *N. and ws*	3	6
Note.—From Ookurgaon is a rough stony road.		
Boorooree, 100*h*. 2*s*. *ws*	3	4
Wahiru, 75*h*. *N. and ws*	2	3
Peempree, *Dooly Khan's*, 25*h*.	4	1
Note.—The Seena R. here crossed at a good ford, bottom coarse gravel and stones, and channel about 200 yards wide. These two villages are usually named together, Goomar-Peepree.		
Ghoomree, 125*h*. 2*s*	0	1
Kokungaon, 8*h*. *N. and ws*.	3	5
*Meerichgaon, *Guzra Baee's Nimbhalkur*, 500*h*. 25*s*. *N. and ws*	2	0
Babhoolgaon, 15*h*. *ws*	3	1
Mahee, 8*h*. *and cr. Kokru to* Julgaon, 15*h*. 1*s*. or *Mahijulgaon*	1	3

Places, &c.	Distance between. M.	F.
Pateegaon or Patéwaree, *Kuvee Jung's Rasinkur, 25h. N. and ws*	1	1
*Neembgaon, *Jadhoorao Madhoorao, 150h. 7s. N.*	5	2
Chapurgaon, *125h. 2s. N. and ws*	2	3
Zatégaon, *50h. 1s. bund and ws.*	3	0
Mangee, *25h. 1s. N.*	3	3
Cross a *N.*	0	4
* Kurmula, *Nimbhalkur's, 600h. 50s*	2	7
Note.—The fort, Nimbhalkur's garden, some temples and mausoleums, are worthy of notice.		
Pandé, *K. 125h. 3s. N.*	3	0
Cross a *N.*	2	0
Hisra or Pheesura, *75h. 1s. N. and ws*	1	6
*Salsa, *100h. 2s. ws.*	4	0
Cr. *N.* to Wurkoota, *50h. 1s.*	3	2
Ropla, *K. Nimbhalkur's, 225h. 6s. ws*	3	3
Kuhwa, *12h. 4s. N. and ws.*	2	5
Cross a *N.*	1	0
*Barlonee, *Nimbhalkur's, 100h. 4s. ws*	2	1
Tudwulu, *40h. ws*	6	2
Cr. *N.* to waree of Marha	2	1
Marha or Madhu, *K. Nimbhalkur's, 500h. 30s. N. and ws. temples*	2	0
*Ooplaee, *100h. N. ch.*	3	4
Anjungaon, *100h. 4s. ws.*	3	7
Angur,h, *200h. 8s. N.*	3	1
Cross a *N.*	1	5
*Mohul, *K. &c.*	1	3
Sholapoor, *vide* XIX.	22	5
Total miles	129	3

Note.—On this road most of the villages are walled, flanked by towers, and environed with trees. It is a good cart-road in the dry season. From Ahmednuggur to Kurmula the general aspect of the country is rocky, with extensive waving uplands, over which the road is in all weathers hard and dry. To Mohl (or Mohul) is smooth and good, over level and well cultivated plains: and thence to Sholapoor the road is generally rocky, over a bare and bleak country.

XLI.

From AHMEDNUGGUR to SATTARA, via Pautus:

Places, &c.	Distance between. M.	F.
Malwaree gate to Beengar R.	1	5
Cross Seena *R.* to Booroorgaon, *75h. 1s.*	0	4
Cross a *N.*	3	2
r. 1½ *f.* Bauboordee, *25h. N. and ws*	1	0
* Cross Wallumba *R.* to Walki, *K. 300h. 6s.*	2	1
Cross a *N.*	0	2
Deoolgaon, *Wabulyu's, 250h. 4s. ws*	3	2
Cross a *N.*	0	4
Koreegaon, *Runsing's, Sindhia's, 100h. 2s. ws. ch.*	3	0
Top of Sakulaee ghât	3	0
Easy slope, but not passable for carts	0	3
* Kotool, *Rastia's, 100h. 3s. ws. ch.*	4	0
r. 2 *f.* waree of Kolgaon, *20h.*	2	2
Ghootee, *Rastia's, 100h. 3s. N. and ws*	1	4
Cross a *N.*	1	5
Pargaon, *Sindhia's, 275h. 4s. ws*	2	3
Baboordee, *Sindhia's, 30h. 1s. ws*	2	5
Wurgaon, *Wabulya's, 100h. 2s. N.*	2	1
* Kashtee, *Sindhia's, 275h. 5s. ch.*	5	3
Cross Goor *R.* to Tanduleh, *40h.*	0	1
Gunégaon, *Holkar's, 100h. 1s. Bheema R.*	3	6
Cross Bheema *R.* to Gar, *Sindhia's, 100h. 1s.*	2	4
* Pautus, *K. Sindhia's*	4	5
* Soopa, *K. 6 coss or about*	12	0

* NW of the Town

Places, &c.	Distance between. M. F.
* Cross Kurah *R.* to Moreshwur or Morgaon, 200*h.* 10*s. ch. and dh.* 4 *coss*...	8 0
Mortee-Morwa,.....	5 1
Goolooch,.....	5 5
Cross a *N.*.....	1 0
Over Neera bridge, and enter the territory of the Raja of Sattara.....	2 4
Sattara, *vide* XXV.....	34 0
Total miles....	120 0

XLII.

From AHMEDNUGGUR to GUNGAKHAIR, via Daroor ghat, *marches of the Light Division in* 1818:

To Attoor, *R.*.....	17 1
Julgaon, *N.*.....	16 7
Chickpoor, *N.*.....	12 6
Nimgaon, *N.*.....	13 1
Soutry Coutry, *N.*.....	12 1
Mussah, *N.*.....	12 0
Daroor, *tank and wells*.....	12 7
Dindoor, *N.*.....	18 5
Sunpet, *N.*.....	16 2
Kirka, *Godavery R.*.....	10 7
Gungakhair, *R.*.....	9 1
Total miles....	151 6

XLIII.

From SEROOR to PANWELL, via Chakun and Tullehgaon:

Head quarter lines to the village of Seroor.....	2 3
Anjunapoor, *Taj Mahomed's*, 30*h. Goor R.*.....	2 3
Cross 2 *N.* to Ahmedabad, *Powar's*, 100*h.* 3*s*.....	2 3
Multan, *Powar's*, 250*h.* 6*s. ws.*	2 2
Lakwaree, *Powar's*, 30*h. ws.*	2 0
Cross a *N.*.....	1 6
Kanoor, *Mesaee-chu, Dew.*, 100*h.* 1*s. ws*.....	1 3
A Durgah near the waree of Damaree,.....	1 4
* Paubul, *K.* 250*h.* 4*s*.....	2 6
Cr. Yel *R.* to Poor, 20*h*.....	2 4
Kunnersur, 175*h.* 2*s. ws*.....	0 3
r. 1 *f.* Gosasee, 25*h. ws. jageer*,	1 5
Top of Retoordee ghât.....	1 2
Desc. easy 2*f. and good cart road*.....	1 2
Retoordee, 30*h. N. and ws*....	1 5
Kurpooree, *mota*, 30*h. Bheema R*.....	1 0
Cross Bheema *R. to chota* Kurpooree.....	0 1
Wakee, *mota*, 40*h.* 2*s*.....	1 6
Cross Bam *R.* to Wakee, *lahan*	0 2
* Chakun, *K. and Fort*.....	1 4
Mahuloonga, *K. Ambajee Inglia's*, 400*h.* 20*s. weekly bazar*	4 4
Kal-Oomra, *l. b. Indraownee R.* 20*h*.....	2 3
Velwaree, *l. b. Indraownee R.* 25*h. ws*.....	1 0
Indooree, *Dhabarry's, l. b. Indraownee R.* 100*h.* 1*s*.....	3 2
A large temple to Gunesh.....	1 1
Tullehgaon or Tuligaon.....	0 7
To Panwell, *vide* I.....	51 2
Total miles....	96 3

Note.—There is another route much frequented by travellers from Seroor to Panwell. It branches from Lonee, vide I, and passing through Bosreegaon 9 m. north of Poona, joins this route near Tulehgaon.

XLIV.

From SEROOR to SATTARA:

To a waree, *l. b. of Goor R. which cross to*.....	1 1
Golégaon.....	1 5
Nawury.....	8 6
* Cr. Bheema *R.* to Pargaon...	6 2

Places, &c.	Distance between. M.	F.
Kerhgaon	6	3
Kore	5	5
Note.—The village is at the bottom of what is called the Kore ghât, an easy ascent, offering no obstacle to carts.		
Wuran or Wudan	3	0
Buera waree	1	0
Bhendo-chu waree	0	4
Kyra-chu waree	1	0
Cr. Kurah *R.* to Moreshwur.	4	0
* To Sattara, *vide* XLI.	48	2
Total miles	87	5

XLV.

From SEROOR to PUNDURPOOR, via TEMBHOORNEE:

Seroor *Cantonments*,		
Cross Goor *R.* to Hingnee	1	5
* Cross *N.* to Ookurgaon, 2*s.*	10	3
Cross Hunga *R.* to Beloondee,	6	1
Cross a *N.*	1	0
* Pargaon, *Sindhia's*, 5*s.* *ws.*	1	5
Chumargoondee, *K. Sindhia's*, *Sarsootee R.*	5	2
Note.—To this the road is good, country level, but cultivation sparing.		
* Cross Dew *R.* to Chandgaon, 2*s.*	5	7
Cross Lorakaree or Loara *R.*	2	6
Rakshuswaree, 4*s.*	3	1
Cross a *N.*	6	1
* Rasin, *Kuvee Jung's*	2	1
Saooree, 3*s.* *ws.*	6	2
* Rajoory, 2*s.* *N.* and *ws.*	3	2
Asc. and desc. to Sewgaon, 7*s.*	5	1
Dhuegaon, *l. b. Bheema*, 1*s.*	6	3
* Cross *N.* to Wangee, 10*s.* *ws.*	2	7
Kundur, *N.*	6	6
* Tembhoornee, *Mankeswur's*	6	0
Note.—The palace of Sudasew Bhow, which he was 12 years in completing, is a structure of considerable elegance. There is another palace in which travellers find accommodation, situated in an extensive garden outside the town, abounding with all kinds of fruit trees.		
The greater part of the road from Chumargoondee is rough and stony.		
Bhemla, *l. b. Bheema R.*	4	0
Note.—The Neera joins the Bheema 3 coss west at Nursingpoor, a place celebrated for its temples.		
Ghotee,	4	0
* Bhosu,	7	0
Goorsalla,	7	0
Cross Bheema R. channel 800 *yards to* Pundurpoor,	4	4
Total miles	112	1

Note —The road is good from Tembhoornee. The distances are estimated from Kundur, to that place they are measured.

XLVI.

From SEROOR to KOPERGAON:

Seroor to Ralégun, 20*h.* 2*s.* *N.* *and ws.*	7	4
Panaolee, 15*h.* *ws.*	2	5
*Parneir, *K.* 300*h.* 10*s.* *Parasuree R.*	4	6
*Kanoor, *K. jageer*, 300*h.* 9*s.* *ws.*	8	6
Takiee, *Dokeshwur*, 40*h.* 1*s.* *ws.*	4	5
Wassoonda, 75*h.* 2*s.* *ws.*	2	6
*Kurukwaree, *jageer*, 25*h.* 1*s.* *ch.* *ws.*	3	1
Cross Mool *R.* to Mandwa, *jageer*, 15*h.* 1*s.*	5	7
Kouta-Mulkapoor, 10*h.* *ch.* *spring water*	2	1
A small khind, *Kundoba-chu*	2	4
Panwulee ghât, *descent* 4½*f.*	4	1
Panwulee	3	0
Siplapoor	1	1
*Assee, *K.*	1	7
Cross Pehura *R.* to *Dhaktee* Assee	0	3
Limgaon, *formerly Trimbuckjee Dinglia's*	3	3
Argaon, or Adgaon	7	5

Places, &c.	Distance between. M.	F.
Kelwurh, 50*h.* 2*s.* *ws*.....	3	2
*Nandoorkee, 20*h.* 1*s*.....	4	1
*Kopergaon, *vide* XII.....	11	3
Total miles....	89	7

XLVII.

From DHOOLIA to BURHANPOOR:

From Dhoolia to the *R*.....	3	2
Balapooree and Paugna, 100*h.* *the Koodee running between.* *r.* 4*f.* Kalkeira, 34*h.* *Nagjeery N*.....	0	3
Adjunga, 30*h.* *ws*.....	2	3
r. 2*f.* Karseer, *deserted*.....	1	2
*Through jungle to Moongtee or Moogootee, 48*h.* *N*.....	1	1
Subgaon or Subgowhan, 5*h.* *ws.*	2	3
Dulul, 13*h.* *N.* *and ws*.....	2	4
Cross branch of Malun R. to Moondala, *on the top of a ridge*.....	1	3
Descending through jungle to Malun R.....	1	6
Cross Boree *R.* to Eskaira....	1	3
**Country well cultivated* to Parola, *K. jageer*.....	1	7
Note.—Parola has a well built Gurhee of stone and brick, with a ditch 18 feet wide and 12 deep.		
Muswa, *K.* 90*h.* *Chickleea R.*.	3	1
Cross Keerkee *R*.....	2	2
Gradual asc. of 1 *m. and desc. over stony ground to* Sawa..	1	4
Through jungle to Toorkeira and Sonkeira.....	2	7
Kunneera, *des*.....	2	4
**Through low jungle and across R. below a bund to* Arundool, *K*.....	0	5
Note.—The country round produces every sort of grain.	1	6

Places, &c.	Distance between. M.	F.
Through jungle, in which Jerree R. is twice crossed to Peepulkota.....	5	6
Jungle to Burar.....	2	1
Jungle to Bokur or Bokery...	1	7
*Pauldee, *K*.....	2	3
Howanna, *Geerna R*.....	3	6
Assondah, *wells*.....	4	3
Baldee, *wells*.....	3	4
Borawul, *Taptee R*.....	5	1
*Nimgaon.....	2	1
Chicklee, *N*.....	1	7
Myswaree, *ws*.....	1	7
Bammood or Bamunda, *ws*....	0	7
Amodah, *ws*.....	2	0
*Sowdah or Saonda, *N. and ws*.....	3	1
Bagoda, ...	3	0
Cross Sookee *R.* to Burgaon,	2	6
Burra Buera, *l. v*.....	1	3
A musjid in ruins.....	1	3
* *A good deal of jungle to* Rawere, ...	4	0
Bokur, *deserted*.....	2	0
Kurjod, ...	2	0
Kanapoor,.....	1	7
Choorwah, *deserted*,.....	1	6
Loonee, *Sindhia's*.....	1	7
Bahadurpoor, *town in ruins*...	0	5
Mahomedpoor, *in ruins*.....	2	1
Boorhanpoor, *city wall, Sindhia's*.....	1	1
Total miles....	103	6

Note.—Boorhanpoor stands on a fine plain on the west bank of the Tappee. Yoosoof Jah, Nuwab of Hydrabad, about a century ago, erected within it several splendid eedgahs and palaces. In those days of its splendour it is said to have covered a circumference of 10 or 12 miles, but now the walls, which are of brick, and in good repair, do not exceed 2 miles. The Lal Baug in the vicinity, represented as once a perfect paradise, contained fruit trees and shrubs of every kind. Cloths of various descriptions, particularly carpets, are now manufactured here.

Places, &c.	Distance between. M.	F.
XLVIII.		
From DHOOLIA to NUSSEERABAD, and BURRUNGAON:		
To Pauldee, 4 *stages, vide* XLVII	49	3
Bumbooree,	3	1
Cross Geerna *R. broad and rapid*	0	3
Along a ridge to Julgaon, *K.*	4	2
* Nusseerabad, *K.*	5	3
Over broken ground and ravines to Bagoor R. which cross to Lonajgaon,	3	1
Note.—The Taptee is about 7 miles distant at Sailgaon.		
Open, barren country to Goojera	3	5
Through cultivation to Chooroo,	2	0
Kuree and Sheerpoora, *des.*	1	6
Keynee,	1	7
Maunakaira, *s. v.*	2	6
Cross *N.* to Burrungaon	2	5
Total miles	80	2
XLIX.		
From DHOOLIA to MULKAPOOR:		
To Muswa, *vide* XLVII	25	0
Nugaon, 26*h. ws*	3	6
Lonee, 7*h. N. and ws*	2	6
Furkara, 70*h. Anjeera N.*	1	5
Janphoolee, *N.*	1	2
* Kassooda, *a K. ws*	1	5
Untoorlee, 10*h. wells*	2	3½
Bamnee or Bamin, 28*h. N.*	2	7
Koorgee, 190*h. Girna R.*	2	3½
* Samnair, 100*h. N.*	3	5
Nowkheda, 16*h. N.*	2	2½
Wuroda, *des. wells*	2	3
(Qu. are not these 5 villages out of the direct road from Muswa to Jamnair)		
Itneer, *N.*	3	2
Maigaon, 6*h. N.*	1	5
* Paluskheda, 200*h. l. b. Wagoor R.*	2	6
Neiree, *Wagoor R.*	1	6
Cross Wagoor *R.* to Netruwula,	0	5
Waglod, *Wagoor R.*	1	2
Hewurkheda, 100*h. Kaung R.*	2	7
Hitnair, or Eetnya	1	7
* Jamnair, *K.* 630*h.*	2	4
Wagaree, 109*h. Soor R.*	8	5
Hurnkhera, *N.*	2	1½
Sowda, or Sailood, *ws.*	1	5
* Bodwur or Bendwur, *K.* 540*h. ws.*	3	3½
Sowga, *ws.*	3	4
Chicklee, *ws.*	0	2
Cross Bagoor *R.* to Arrunkhera.	2	3
Jamuldaba, *N.*	1	2
Cr. Nulgunga, to Mulkapoor.	5	7
Total miles	102	5½
L.		
From DHOOLIA, via Bhurgaon, to ADJUNTA GHAT:		
Dhoolia, to Kalkeira	6	0
Amdund, 11*h. ws*	2	6
* Chinchkhera, 60*h. and N.*	2	2½
Kuradee-Buradee, *des.*	3	7½
Bolah, 19*h. N.*	2	4
* Cr. Boree *R.* to Tamuswaree, 140*h.*	2	3
Sawutkhera, *des. N.*	2	2
Sewra or Seuré, *des. N.*	2	3
Sindee, *des. N.*	3	2
Sewnee, 75*h. ws*	2	3
*Bhurgaon, *K.* 420*h.* 13*s. Geerna R.*	6	2
Lohotur, 165*h. N.*	3	4
Untoorlee, 19*h. N.*	2	4
* Pachorah, *K.* 40*h. Heura R.*	3	6
Lohara, *Bolah R.*	4	7
Bojè-Chinchpoor, 64*h. Bolah R*	1	7
* Peepulgaon, 300*h. Boluh R.*	2	4
Kolwè, *N.*	3	5
Marooda, *N.*	1	6

Places, &c.	Distance between. M.	F.
* Sindoornee, *Soonus R.*.....	4	0
Puluskhera, *N. and ws*.....	6	3
Cross Wagoor *R*.....	4	2
* Furdapoor, *Wagoor R. (dâk)*	1	3
Adjunta ghât.....	2	3
Note.—The ghat is passable for ordnance.		
Adjunta, *Wagoor R. (dâk)*...	1	7
Total miles....	84	0

LI.

From DHOOLIA, via Ammulnair and Chopra to DHOOLKOT:

Burkhera or Wurkhera, 54*h.* *Panjur R.*.....	2	7
Arnee, 15*h. Panjur R.*.....	1	7
Wunnee, 62*h. N*.....	2	4
* Kondhawal, 5*h. ws*.....	3	2
Dangur, 13*h. ws.*.....	1	4
Janwa, 74*h. ws*.....	2	7
Mungrool, 57*h. ws*.....	4	3
* Ammulnair, *K.* 136*h. Boree R.*.....	3	4
Dewlee, 4*h. and N.*.....	3	0
Ghurkhumb, 44*h. Chiklee R.*..	3	0
* Patoda, *K.* 409*h. and N*.....	4	0
Sowkhera, 36*h. Tappee,*.....	4	0
Cross Tapee *R.* to Nimgowan,	0	5
* Chopra, *K.* 1951*h.* 100*s*....	8	0
Adgaon, or Argaon, 42*h. ws.* ..	2	5
Veerwara, or Eewur, 215*h. and ws.*.....	2	1
Mallapoor, or Mampoor, *Gool R.*.....	1	7
Top of the Byroo ghât,.....	2	6
Cross Annair *R*.....	1	1
*Dhowlee, or Dhowluj, *N*....	3	7
Top of the Gudra ghât,.....	4	7
Top of the Jangto ghât,.....	1	3
Byro ghât, *impassable for carts,*	1	7
Dhoolkot, *N*.....	5	6
Total miles....	73	5

Note.—This ghat is usually called Dholeebaree.

LII.

From DHOOLIA to MHOW, via Sindwa ghat and Mundleysir:

To Nugaon, *jageer*, 25*h. ws*...	4	6
Seerwar, or Serda, 40*h. N*....	5	3
* Songheer, *N.* 840*h.* 12*s. ts. and ws*.....	2	7
Wagaree, *jageer*, 23*h. ws.*	2	7
Anjunda, 61*h. R*.....	5	2
* Betawud, *K.* 440*h. Panjur R.*	2	3½
Morawud, 175*h. R.*	4	3
Wurod, 11*h. R*.....	0	6
Mulsir, 75*h. R*.....	0	6½
*Cross Taptee *R.* to Thalneer, 440*h.*.....	1	3
Hylapoor, *des. ws*.....	3	6
Duheewur, 14*h. ws*.....	3	4½
* Kuroond or Kurwund, 130*h. and cross Ugnawuttee R.*..	4	1
Peeprala, *Raja Bahadur's, N.*	3	6
Sangwee, *des.*.....	3	4
Punagur,h.....	3	1
*Pulliusnair.....	2	2
Beginning of Sindwa ghât....	3	1
Boregur,h, at the top.....	1	4
Luckerkot, *deserted*.....	1	3
*Sindwa, *K.* 170*h*.....	8	3
Note.—The jungle in the middle of which Sindwa is situated, has proved so unhealthy to Europeans, that they should prefer any other route between August and December.		
*Nagulwara, 30*h. 2s*.....	14	3
Golwarah.....	3	1
**Descend a small ghât* to Sewgaon or Chegaon.....	5	0
Dusnawul or Duslod, *ws*.....	3	5
*Deree or Chunderee.....	4	7
Aowlee.....	2	2
Licky, *K. R*.....	1	6
Serwun.....	3	6
*Billukwara, *wells of bad water*	4	0
Keeree.....	6	3
*Mundleysir.....	6	0
Note.—Mundleysir is a populous town, with a small but well built ghurry and good bazars. It was taken		

Places, &c.	Distance between. M.	F.
possession of by the British government in 1818, with the other territories of the Peshwa. On a small hill about a mile north are some curious basaltic pillars. From Beekungaon the country is open and pretty well cultivated: road good, and abundance of water.		
r. 6*f.* Jemarajah, 20*h. ws*.....	2	2
Sanghee, *des*.....	1	2
Wurdeah, *des*.....	2	3
l. 8*f.* Soomakairee, *a town with a small gurhee*.....	2	4
Kullala or Kolara, 4*h. ws*.....	5	5
Beginning of Jaum ghât.....	0	5
The gateway at top of the ghât is 750 feet above the Nerbudda.....	2	2
*Jaum, *has a good bazar and a handsome tank*.....	0	4
Note.—The fort of Jaum was ceded temporarily by Holkar, to be fitted up as a depot when our troops first came to Mhow. The stores have since been withdrawn on account of the unhealthiness of the place. The ghat is impassable for carts, which go by the Simrole ghat.		
Cross the Chorud *R*.....	2	3
Recross 3 *times in*.....	1	2
r. 4*f.* Peepul, *des*.....	1	5
r. 2*f.* Wassee or Bassee, *see Malcolm's Central India, vol.* II, *p.* 22.....	0	3
Burgoonda, *formerly a large town now in ruins*.....	2	2
Asseepoora, *des*.....	2	2
Godreea, 40*h. tank, N. and ws.*	3	0
Mhow, *Cantonments, Head quarters*.....	2	5
l. 6*f. Mhow village*.....	0	6
Total miles....	155	7½

LIII.

From DHOOLIA to GAULNA:

Cross Lulling *N*.....	1	1
Mundla and Nukana.....	1	4
Morunna, *close to the river*....	2	0
Cross Soosee *N.* at Koondana.	1	7
*Kheir, *K. Panjur R*.....	4	2
Cross Wagur *N*.....	1	7
Botana, *and cross Wagur N*...	1	6
Chowgaon.....	1	3
Through jungle and over low hills to Nasghurree, *des*.....	5	7
Gaulna, *Pettah*.....	2	2
*Hill Fort of Gaulna.....	0	2
Total miles....	24	1

Note.—The road hilly, winding, and bad for carts.

LIV.

From DHOOLIA to BHEWNDY, via Malligaon Chandore and Nasik:

To Malligaon, *vide* XIII....	32	3
Soegaon, and Cr. Geerna *R.* to Taira.....	1	6
Moongsaw, 20*h. ws*.....	3	5
Sowdana, 75*h.* 6*s. N. and ws.*	5	3
*Oomranah, 66*h.* 3*s. Parsool R.*	4	4
Chichwar, 21*h. Panzar R*.....	3	0
Rowar ghât, *asc.* 3*f*.....	2	2
Note.—The ghat is rather steep and traversing, but offers little impediment to the passage of ordnance.		
Rowar, *Kerol R.* 12*h.* 1*s. N*...	1	2
Descend a small pass.....	2	7
* Chandore, 920*h.* 20*s. ws*..	1	1
Nasik Gate of Do.....	0	7
Cross Goonee or Goal *R*.....	1	4
Mungrool, *Sundur R.* 5*h*.....	0	5
Sugnoorsana, *ws*.....	4	3
Cross *R.* to Mulsana, 11*h.* 1*s.*	0	2
* Wuddal, *Wuddal R.* 23*h.* 3*s.*	3	0
Bunaira, *Nutrawillee R*.....	5	6
Patchora, *Nutrawillee R*.....	3	1
* Peepulgaon, *Wussunt*, 300*h.* 25*s. Pursool R*.....	3	1
Kokungaon, *Kaudoo R.* 45*h.* 4*s.*	2	7
Wuzur, 283*h.* 2*s. Bangunga*..	4	5
Note.—Supplies and forage scarce.		

Places, &c.	Distance between. M.	F.
* Argaon or Adgaon, 137*h.* 8*s.* *N.*	6	2
Punchwuttee,	4	6
* Cross Godaveri *R.* to Nasik,	0	4
Cross Nasseedee *R.*	1	3
r. 5*f.* Kamatwara, 25 *mallee families*	1	6
Umbur, *Khoord,* 10*h. ws.*	1	1
Through a khind	1	6
Iloli, 9*h. ws.*	1	3
Cross *N. and Waldeo R.*	1	7
* Wadewra, 30*h.* 1*s. Dh.*	3	3
Note.—To this place from Aurungabad is a tolerable cart road, except between Wargaon and Sangwee which can be avoided. Carts are procurable at Nasik.		
Cross *N.* to Mookna, 25*h.* 1*s.*	3	7
l. 6*f. Moorehgaon,* 15*h.*	2	2
Manik,kamb, 15*h.*	1	3
l. 1*f.* 5*h. ws.*	1	5
Ghotee, (*dák*) *weekly bazar,* 40*h.* 1*s. temple*	1	4
Cross Wakee and Kapree *R.* to Taku, 15*h.*	1	7
l. 4*f.* Bortemba, 15*h.*	1	1
l. 3*f.* Teetowlee, 15*h. ws.*	0	5
l. 3*f.* Eegutpoora, 15*h. ws.*	0	4
Note.—From Wadewra the road is over an undulating surface with several steep ascents and descents, but it is perfectly passable for cattle laden.		
* Tuligaon, *des.*	0	2
Top of the Tul ghât	1	4
Descent.	0	7
Note.—This ghat is practicable to laden cattle of every description. Horsemen also usually ride down without dismounting.		
r. 8*f.* Yeheegaon, 15*h.* 2*ws.*	1	5
Kassarbary khind, *descent* 1*f.*	1	2
Note.—The remains of Bulwungur,h hill fort is two furlongs distant on the right.		
l. 8*f.* Kusara, *des.* 1 *well.*	2	7
r. 8*f.* Mookhuwunu, 15*h.*	4	5
Cross a *N.*	0	4
l. 4*f.* Cross Gharee *R.* to Dhamnee, 12*h.*	4	7
* *r.* 1*f.* Kurdee *K.* (*dák*) 75*h.* 3*s. ws. a fine grove of trees.*	1	5
Note.—A great and immediate advantage to troops and travellers would be the re-settlement of Kusara, the inhabitants of which have removed to two different places during these two years, from the oppressive system of pressing begaries. At present not one inhabited hut is to be found from Egutpoora to Kurdee. The same sort of hilly,broken,and rocky roads continues from the ghat, with little intermission through thick high jungle, and crossing many water-courses, to Kurdee.		
l. 1*f.* Loha, 5*h. ws.*	3	3
r. 1*f.* Cross *N.* to Poolund, 15*h. ws.*	3	1
Charpoolee, 12*h. ws.*	2	1
l. 1½*f.* Shahpoor, (*dák*) 75*h.* 4*s. ws.*	1	1
Cross Barungee *R.*	0	1
Asungaon, 20*h.* 1*s. ws.*	1	3
Kateewalee, 60*h.* 4*s. temple...*	2	7
Note.—The whole of the road from Kurdee to this place may be called a continuation of the pass, the country being hilly, in many parts covered with thick high jungle, and very little cultivation. The road, however, is tolerable, and carts with wood are occasionally to be seen on it. The scenery is grand and magnificent. The road branches off here to Kalian, but it is impassable for camels to that place.		
Wasinda, 30*h.* 2*s. ws. Basta R.*	0	7
l. 2*f.* Cross *R.* to Pallee, 8*h.* 1*s.*	1	2
l. 1*f.* Kandulee, 10*h.* 1 *well...*	1	4
l. 1*f.* Koseemba, 25*h. ws.*	0	7
r. 1*f.* Dohul, 50*h.* 1*s. ws.*	0	6
Cross Koomberee *R.*	1	3
*Purga, 80*h.* 2*s. ws. temple...*	1	1
Cross a *N.*	0	4
l. 1*f.* Waholee, 25*h. ws.*	1	3
Through a khind to Wurpah, 25*h. ws.*	2	6
Parah of Damungaon	1	1
Neembowlee, 10*h. ws.*	0	3

Places, &c.	Distance between. M.	F.
Bheennar, 12*h. w*	0	3
Bhewndy	2	5
Total miles	179	6

Note.—From the ghat to Bhewndy is hill and jungle, but from Kurdee the road is practicable for carts. The principal grain produced is rice in the valleys, and the poor grains called wurree, natchnee, &c. on the hills.

LV.

From DHOOLIA by Mehoonbarra and Gowtulla ghat to AURUNGABAD:

To Borkoond, *vide* XXXIX	14	4
Nanah, *N.*	2	7
Setanah, *N.*	0	5
Kurkee, *N.*	4	4
Chinchguwhan, *Enam. N.*	1	7
*Mehoonbara, *Geerna R.*	2	6
Bahur, *Geerna R.*	1	7
Cross Geerna *R.* to Bhurgaon, *water throughout the year*	0	5
Tulwara, *ws*	3	2
*Bauglee, *Tetoor R.*	6	2
Chumardee, *N.*	3	3
Yawla or Jowla, *N.* 2*h.*	2	5½
Saegaon, *N.*	4	6
Gowtulla ghât, *t.*	2	6

Note.—The ghat is impassable for carts, and very difficult for camels; ascending on the east side the ghat is a little better.

Golwun, *N.*	1	7
Hewurkherah, *N.*	1	1
*Kunnur, *K. Soor R.*	2	7

Note.—At this place is the cantonment of the Nizam's battalion of invalids.

Saweree, *Soor R.*	3	7
Hutnoor, *jageer, ws.*	2	5
Roy Kherah, *ws*	2	2
Pulasgaon, *ws*	1	6
Boregaon, *ws*	1	5
Checholy, *N.*	1	1
Aukudwara, *N.*	1	3
* Elora or Verool, *N.*	2	4

Places, &c.	Distance between. M.	F.
Note.—Here are the excavated Hindoo temples.		
Roza, *N.*	2	1
Nundoorabad, *N.*	1	2
Kakudwara, *N.*	1	3

Note.—Where the paper commonly called Aurungabadee is manufactured.

Dowlutabad, *on the right, N.*	1	7½
Mitmitta, *N.*	3	2
Aurungabad	1	5
Total miles	90	5

LVI.

From DHOOLIA to AURUNGABAD, via Mehoonbarra and Untoor:

To Bauglee, *vide* LV	39	1
Yeklarrah	2	3
Nangud	1	4
Panjrah	1	2
Bopewur or Moortazapet	1	5
*Untoor, *K.*	2	3
Nagapoor, *Poorna R.*	3	3
Amberee, *Poorna R.*	2	3
Sawurgaon, *Poorna R.*	1	2
Wuddee, *Poorna R.*	1	1
Gowtulla ghât,	5	1
Golwun,	1	7½
Arungabad, *vide* LV.	36	4
Total miles	102	4

LVII.

From AURUNGABAD to BHEWNDY, via Koper-gaon Nassik and the Tull ghat: (*Nizam's Territory.*)

Aurungabad to a *N.*	2	0
Cross three *N. in*	2	0
r. 1 *f.* Maléwara, 50*h.* 1*s.* 4*ws.*	4	4

Note.—Dowlutabad is 1½ m. distant on the right.

Cr. Nagjury *R.* to Futehabad, 20*h.* 1*s.* 3*ws.*	1	1
*r. 1*f.* cross 3 *N.* to Tankly, 15*h.* 1*s.* 2*ws. ch.*	2	1

Places, &c.	Distance between. M.	F.
Cross 3 *N. in*	5	0
Babhoolgaon, 2*h*	2	7
Wueragur, 2*h. and cross Seoo R.*	2	4
Cross Dhekoo *R.* to Raegaon, 16*h.* 1*s. t. and ch*	2	2
*Dhondulgaon, 100*h.* 3*s.* 3*ws. ch*	2	5
Cross *N.* to Parsuda, 25*h.* 1*s. ch*	4	3
Sawurgaon, 30*h.* 4*s.* 5*ws. ch*	3	0
Aughoor, 4*h.* 1*w*	3	6
*Byzapoor or Wyjapoor, 1,200*h. Pet. vide* XXXVIII.	2	7
Bulégaon, 4*h*	4	2
Tulégaon, *Toobyachu*, 12*h.* 1*s.* 2*ws*	2	1
Cross Waroond *R*	1	6
Duheegaon, 15*h.* 1*s.* 3*s. Sindhia's*	1	3
Ahmednuggur Collectorate :		
*Suwutsir, 150*h.* 6*s. Godaveri.*	4	1
Note.—The Godaveri in the rains is passed over on a raft at this place.		
Cross Gourja and Nowra *R*	1	5
*Cr. *N.* to Kopergaon, 300*h*	1	5
l. 6*f.* Sitabkhera, 20*h.* 1*s. l. b. Godaveri*	2	7
Note.—Opposite is Hingnee, (25*h.* 1*s.*) where there is an unfinished tomb commenced by the Peshwa to the memory of his father, Rugoonath Rao, who died there.		
Dharungaon, 35*h.* 2*s*	1	2
Cr. Godaveri *R.* to Koombary. *P.* 30*h.* 3*s*	0	2
Mahégaon, 20*h.* 1*s*	1	3
Kolgaon, 20*h.* 1*s. temple*	1	5
*Soorégaon, *jageer*, 30*h.* 1*s. ch.*	1	0
Yelapoor, *Sindhia's, N*	1	2
Munjoor, *Godaveri*, 30*h.* 2*s. ch.*	2	0
Chas-morosy, *Godaveri*, 25*h.* 1*s*	1	3
r. 3*f.* cross *N.* to Bakutpoor, 25*h*	0	7
Wurgaon, *Godaveri*, 25*h.* 1*s. w. ch*	1	2
Bad road over five deep ravines to Sangwee, *Godaveri*, 50*h.* 1*s. ch*	1	5
Cross *R.* to Khairla, 50*h.* 2*s*	0	5
Sarola, 50*h.* 1*s. ch*	2	2
*Nandoor, *Mudumeshwur, Holkar's*, 100*hs.* 8*s. ch*	2	7
Cross the Godaveri, pass over an island, and cross again to Khangaon, *Poorunduree's*, 15*h*	1	0
Manjurgaon, *Holkar's*, 15*h*	0	7
Kurunjgaon, *Godaveri R.* 200*h.* 3*s. Dhumdheri's*	3	0
*Saykhera, *Godaveri, Vinchoorkur's*, 350*h.* 45*s*	4	1
Cr. Godaveri to Chandory, *Hingnee's*, 150*h.* 9*s. boat*	0	3
A Dhurumsala in ruins, with a well and mango grove near Chitégaon	2	5
Chehuree, 15*h.* 3*ws*	1	7
Cross *N.* to Lakulgaon, 25*h.* 1*s.*	1	0
*Woora, 150*h.* 3*s. Woorakur's, ch. dh*	0	6
Seelapoor, *Godaveri*, 15*h. Enam*	0	3
Marsangwee, *N.* 25*h.* 1*s*	1	5
l. 3 *f.* Naundoor, 20*h. Enam*	2	2
Cross *N.* to Nasik	3	2
To Bhewndy, *vide* LIV	80	0
Total miles	184	0

LVIII.

From AURUNGABAD to SURAT, via Rowra ghat: (*August*).

To Nizampoor Serai	8	3
From Aurungabad, Juesing Poora gate, the road is over 11 ravines and N. and much broken ground. At 7m. 1 f. *cross the road leading to Dowlutabad on the left. The fort occupies an insulated hill*		

Places, &c.	Distance between. M. F.
cut perpendicular all round to the height of about 200 feet, and is surrounded by a ditch excavated in the rock at its base. The Pettah, surrounded by a stone wall and ditch, occupies one side on the plain below, and through it is the only access to the fort, which is entered by a subterranean passage. In the ascent, effected by aid of torch light, there are 102 broad steps leading to a trap-door of iron, which is heated when requisite for defence.	
* To Lassoor, *K*.....	15 6
Through thin jungle to Seeruz-gaon at 3m. 4f: *pass Ranjun-gaon at* 5m. 5f: *Sooltanabad at* 11m. 3f: *Soungee* 12m. 7f: *and cross Sew R. by a muddy ford to the town. Road good through a flat waste country, but intersect-ed by* 15 *ravines and N.*	
* To Sowantgaon.....	11 3
Road muddy to Kurrunjgaon at 4m. 4f. (12*h.*): *generally good to Pursurah at* 7m. 7f. (25*h.*): *and improves to Sawantgaon* 30*h.* 3*s.*	
* To Byzapoor, P. *vide* XXXVIII.	6 5
Road good through open country and well cultivated.	
* To Undursool, *Sindhia's*, ...	12 2
At 3*f. cross the Surrengee. At* 3m. 3f. *Nandgaon deserted: At* 8m. 1f. *Sooreegaon: At* 9m. 6f. *Gowuntgaon: At* 12m. *enter Undursool, a large wall-ed town: road good over black soil.*	
Yeolah, *P. vide* XIII.	6 2
At 4m. *Kotemgaon: At* 5m. 6f. *Yeolah: At* 6 m. 2f. *camp. The road is very good, and country cultivated,—plenty of supplies.*	
* To Julgaon,.....	7 5
Road good and hard, except near Oongangaon, at 1m. 1f: *and at Herruntgaon,* 5m. 2f: *Julgaon contains about* 125*h. and* 3*s.*	
* To Eechoor, *Eechoorkur's*,..	10 2
At 4m. 2f. *cross the Gohee R. from Desmana,* 50*h. The whole of the road during this march is good, and through a well cultivated country. The palace here belonging to the Eechoorkur, commonly called Vinchookur, was burnt by Holkar's troops in* 1803.	
* To Rowlus-Peepree, ...	11 1
Pass Eechoor-waree at 1m. 5f: *and descend a ghât of* 1 f. *at* 2m. 6f. *Kolćwaree at* 5m. *Neepar at* 6m. 6f.: *and cross Wudal R.: camp on the r. b. of Kaudoo R. road level through cultivated country, jungle partial, and soil black.*	
* To Kerhgaon.....	13 0
Along the l. b. of the Kaudoo R. to Karsool, at 3m. 6f: *where the Karjurree R. is crossed to Narrantimbee, at* 4m. 1f: *At* 6m. 5f. *cross Parasurry R. to Peepulgaon. Thence pass Attoorly and Mookeerah to Camp.*	
*To Won,.....	7 7
Camp at 1m. 2f. *a gradual as-cent of* 1½f. *At* 5m. *cross N. at* 6m. 4f. *hills* 2m. *distant on the left.*	
*To Peepree.....	6 3

Places, &c.	Distance between. M.	F.
At 2f. *cross Dew R. At* 4m. 7f. *pass Mallah, hence to camp, a muddy road crossed by* 4 *N.*		
*To Rowra	8	4
Road muddy near hills all the way, crossed 17 *N. and at* 4m. 2f. *passed through a khind, across which is the remains of a wall.*		
*To Surat, *vide* VII	105	2
Total miles	230	5

LIX.

From AURUNGABAD to MALIGAON:

Aurungabad to Byzapoor, *vide* LVIII	42	1
Byzapoor to Maligaon, *vide* XXXVIII	54	5
Total miles	96	6
(Another route :)		
Aurungabad to Undursool, *vide* LVIII	54	3
Ankota, *R*	9	2
Unky-Tunky, *Fort and pass*	4	2
Maligaon, *vide* XII	27	1
Total miles	95	0

LX.

From AURUNGABAD to NAGPOOR, via Jaulna, Bassim, Karinjah, and Oomrowuttee :

*To Jaulna, *vide* XVII	40	6
Kotai ghât, *ascent passable for carts*	6	0
Waugral, 40*h*. 5*ws*	4	4
*Cross Oomnah *R.* to Deoolgaon, (*Rajah Ka,*) 600*h*. 30*s*.	5	5
Cross Oomnah *R*	1	1
Paluskeirah, 10*h*. *Oomnah R*.	3	2
Bamkeirah, 10*h*. *Oomnah R*.	2	6
Paluskeirah, *Hunooman's*, 60*h*. 2*s*. *N*	4	1
* Raja Kingaon, 200*h*. *Putulgunga*	3	5
Cross Putulgunga to Rairee, 20*h*. *Poorna R*	2	4
Dooselbeer, 60*h*. 2*s*. 10*ws*. Poorna *R*	2	2
*Attoljee-Beebee, 200*h*. 5*s*. 10*ws*. *N*	4	5
Anjenee, 100*h*. 2*s*. 5*ws*	8	1
Sooltanpoor, 100*h*. 10*s*. 10*ws*.	2	7
Sarungpoor, 15*h*. *Pyen-gunga*.	4	4
Cross the Payen-gunga	0	2
*Maiker, 300*h*. 10*s*. 5*ws*. *Payen-gunga*	0	6
Anjeenee, 20*h*. 2*s*. 2*ws*	5	5
*Doangaon, 200*h*. 7*s*. 8*ws*	5	1
Gunorah, 15*h*. 3*ws*	5	6
Nandah, 10*h*. 6*ws*	3	7
* Cross Hutolah *N*. to Seerpoor, 300*h*. 5*s*. 50*ws*	6	5
Kurunjee, 10*h*. *N*	3	2
Tamsee, 30*h*. 2*s*. 11*ws*	4	2
*Bassim or Wassim	6	2
Kondallah, 30*h*. 2*ws*	4	5
r. 1*f*. Karlee, *des*	6	5
l. 1*f*. Erundah, 60*h*. 3*ws*	2	2
*Kenee, 150*h*. 2*s*. *ws*. *and t*.	3	2
Lattee, 20*h*. 1*s*. 4*ws*	5	4
Cross Arran *R*. twice to Saloo, 40*h*. 3*ws*	0	6
l. 1*f*. Naggee, 30*h*. *ws*	1	1
r. 2*f*. Turala or Tuila, 40*h*. *ws*.	2	5
* Pairgaon, 200*h*. 5*s*. 10*ws*	2	2
Chout or Showtee, 40*h*. 3*ws*	3	0
Saloo, 40*h*. 2*ws*	3	0
l. 5*f*. Kohee, or Keenee, 80*h*. *ws*.	2	5
* Karinjah, *tank*	3	6
Mooktah, 30*h*. 4*ws*	4	6
Kooptee 60*h*. 4*ws*. *N*	2	4
Braminwara, 50*h*. 2*s*. 4*ws*. *N*	2	6
*Ladagaon, 100*h*. 4*s*. 4*ws*	1	7
Belkairah, 20*h*. 4*ws*	1	7

Places, &c.	Distance between. M.	F.
Dongergaon, 30*h.* 2*ws*.....	1	7
Sirsalee, 10*h.* 2*ws*.....	1	6
Rawtee, 40*h. Beembla R*.....	1	5
Hingunwaree, 50*h.* 1*s. Beembla R*.....	0	6
Budorah, 40*h. Beembla R*.....	2	3
Watpoorah, 120*h.* 3*ws*.....	3	2
Dowlzee, 60*h.* 2*ws*.....	2	4
* Morgaon, 100*h.* 1*s.* 1*w*.....	0	7
Danorah, 40*h.* 2*ws*.....	1	4
Saloo, 30*h.* 3*ws*.....	1	3
l. 3*f.* Nimborah, 15*h.* 3*ws*.....	1	1
Unjengaon, 500*h.* 12*s.* 40*ws*.....	2	0
Wodud, 5*h.* 2*ws*.....	3	5
* Oomrawuttee, ...	4	5
r. 1*f.* Rahadgaon, 50*h. N. and w*.....	4	0
* Cross Nan *R.* to Nausgaon, 100*h.* 6*s.* 40*ws*.....	4	5
Peepuljeera, 60*h.* 6*ws*.....	6	1
Cross Surulgunga to Sewengaon, 200*h.* 6*s.* 30*ws*.....	2	1
Chindolah, 60*h.* 2*s.* 20*ws*.....	2	2
* Mojeree, 500*h.* 6*s.* 50*ws*.....	2	1
Cr. Pingla *R.* to Tuesah, 300*h.* 10*s.* 50*ws*.....	4	3
Cr. Wurda *R.* to Bisnoor, 100*h.* 4*s*.....	5	0
Cross Pauklee *R*.....	2	4
* Cross *N.* to Tuligaon, 600*h.* 6*s*.....	2	1
Bowlee ghât, *ascent* 3*f. difficult.*	2	2
Chowkee,.....	1	1
Sarwadee, 60*h.* 2*s. ws*.....	2	6
**l.* 5*f.* Karinja, 600*h.* 10*s.* 50*ws*	9	1
Tanagaon ghât, *difficult for carts*, 1*f. ascent*.....	0	3½
Tanagaon, 200*h.* 10*s.* 50*ws*....	3	7½
* Kondaree or Kondalee, 500*h.* 10*s*.....	12	0
Cross Jam *R*.....	0	1
Bazargaon, 400*h.* 40*s.* 20*ws*...	8	7
* Bahar or Yehar, 400*h.* 10*s* ..	7	1
Cross Won *R*.....	0	1
l. 2*f.* Kairee, 100*h.* 4*s*.....	2	0
r. 2*f.* Takea, 5*h.* 2*ws*.....	3	0
l. 2*f.* Waddee, or Waree, 30*h.* 5*ws*.....	3	5
Nagpoor *Residency*.....	5	2
Total miles....	319	6

LXI.

From AURUNGABAD to NAGPOOR, via Jaulna, Bassim and Karinjah:

Places, &c.	Distance between. M.	F.
To Karinjah, *vide* LX.....	179	6
Danorah or Dannair, 30*h.* 4*ws.*	7	1
Karlee, 70*h.* 1*s.* 6*ws*.....	1	6
* Vedoonah or Warina, 200*h.* 10*s.* 20*ws*.....	4	3
Nimpanee-Peepulgaon, 200*h.* 4*s.* 10*ws*.....	4	3
Salood, 100*h.* 1*s.* 8*ws*.....	3	4
Moongrool or Mangaloor, 100*h.* 5*s.* 8*ws*.....	3	6
Cross Saklee *R*.....	0	7
* Peepree, 200*h.* 1*s.* 10*ws*.....	4	3
Cross Beemla *R*.....	1	1
Beloorah, 70*h.* Beemla *R*.....	2	7
Cross Beemla *R.* to Damuck, 20*h.* 5*s.* 6*ws*.....	0	3
Yerud, 100*h.* 4*ws*.....	2	6½
Cross Beemla *R*.....	0	1
Cross Kohid *R.* to Goekair, 40*h.* 4*ws*.....	2	3
* Tuligaon, 600*h.* 20*s.* 20*ws*...	6	1½
Dagaon Nagapoor, 70*h.* 1*s.* 6*ws*	3	7
Batkolee, 100*h.* 2*s.* 6*ws*.....	5	1
* Boorgaon, and cross Wurdah *R.* 100*h.* 4*s*.....	3	5
Natchingaon, 200*h.* 10*s.* 10*ws. tanks*.....	3	4
r. 2*f.* Mulkapoor, 70*h.* 1*s.* 4*ws.*	5	0
* *l.* ½*f.* Waephul, or Waefur, 200*h.* 2*s.* 20*ws. N*.....	3	4
Dhygaon, 80*h.* 5*ws. N*.....	3	1
Teegaon, 70*h.* 5*ws*.....	2	7
Kolee, 30*h. Damun R*.....	5	4
Cr. Damun *R.* to Yelee, 100*h.* 2*s*.....	0	2

Places, &c.	Distance between. M. F.
* Cross Karkeree *R.* to Soorgaon, 100*h*.	4 1
Rakee, 60*h*. 4*ws*.	1 6
Saloo, 200*h*. 5*s*. *w*.	2 3
Cross Boarna *R*.	0 1
* Kailzee, or Kailjee Haut, 200*h*. 5*s*. 10*ws*. *tank*.	6 3
Seldah, 60*h*. 2*ws*.	3 5
Seldah ghât, *easy for bandies*.	2 0
* Takulghât, 100*h*. 60*ws*.	6 4
Saladaba, 20*h*. 2*ws*.	3 3
Cross Karack, *N*.	1 6
* Goomgaon, 700*h*. 10*s*. 20*ws*.	3 0
Cross Won *R*. to Kotarwarah, 200*h*. *l*. 4*f*.	0 3
l. 2*f*. Kaupree, 50*h*. 2*ws*.	3 4
r. 3*f*. Cheechpanee, 50*s*. 5*ws*.	1 4
Somunwara, 100*h*. 2*ws*.	2 4
Nagpoor *Residency*, *Seetabuldee*.	3 7
Total miles....	308 7

LXII.

From AURUNGABAD to NAGPOOR, via Oomrawuttee:

From the Juesing Poora to the east gate.	3 0
Narégaon, *deserted*.	3 5
* Cr. *N*. 5 times to Warroch, 2*s*.	5 4
Enter a khind,	1 0
End of the khind,	2 2
* Through another to Bungaon (*dâk*), *and cross Lowkee R*. 1*s*.	2 6
Cross a *N*.	0 4
A khind,	1 2½
Moorumkher, 1*s*.	1 4
* *r*. 1*f*. Larsangwee, 3*s*. (*dâk*), *cross Doodna R*.	3 0
Serusgaon, 2*s*	2 3
l. 2*f*. Cross *N*. to Salwaree,	0 6½
Bottom of Serusgaon ghât,	0 7
Ascent good road	1 3
Dhawurgaon, 1*s*.	1 4
Cross *N*. to Dongurgaon,	1 1
* Dhabarry, 4*s*.	1 5
Cross *N*. to Pimpulgaon,	3 0
Kotah,	1 4
* Chanduhee (*dâk*),	3 5
Note.—Here a writer from the post office at Jaulna separates the packets.	
**From Chanduhee through Geerun Guhwan (*dâk*) to Jafferabad *is about*.*	14 0
* Sanjol	13 4
Chickiee, (*dâk*).	6 6
* Cross Payengunga to Ootra *a pet* (*dâk*)	5 6
* Amerapoor, (*dâk*)	7 7
Chickapoor or Chichkher, (*dâk*)	7 4
* Lackenwaree, (*dâk*)	6 2
Ambay Taklee	4 4
Lony	7 2
* Chichooly	2 0
Waragaon	4 0
Cross *N*. to *burra* Koragaon	5 5
* Chandor	6 4
Dongergaon	7 5
Boregaon. (*dâk*)	3 5
* Koorunkair	5 6
Kuragaon or Korgaon, (*dâk*).	3 5
Moortuzapoor, (*dâk*)	5 5
Jeetapoor, (*dâk*)	4 4
* Muna, (*dâk*)	3 1
Babanee	3 5
* Gunnoja or Gunory, (*dâk*).	5 0
Kowtah	6 6
*Oomrawuttee,	6 1
To Nagpoor, *vide* LX.	97 0
Total miles....	286 1

LXIII.

From AURUNGABAD to HINGOLEE, via Jaulna:

To Dosulbeer, *vide* LX.	76 4
Cr. Poorna *R*. to Peempulgaon, *R*. 10*h*.	0 7
Juttoo Kingaon, 250*h*. *R*.	2 5
Goongal, 30*h*. *R*.	3 3
Tumbol, 15*h*. *R*. *and N*.	2 7

Places, &c.	Distance between. M.	F.
Peepulkottah, *5h. ws*	4	1
* *Pass a salt water lake to* Lonar, *200h. ws.*	1	1
Hindo, *40h. ws.*	4	4
Wuddao, *80h.*	3	3
Moph, *100h. ws.*	2	1
* *l. 3 f* Sailoo, *100h. ws.*	2	4
Burr, *80h. ws.*	1	5
Pass a pagoda to Agrawaree,	1	3
Chintaba, *85h ws.*	0	5
Kunkurwaree, *25h. ws.*	2	5
Juepoor and Wudona, *85h. N. and ws.*	1	3
Kunkhar, *5h.*	2	3
Singee, *40h. ws.*	1	0
Koodawud, *20h. R.*	1	2
Kote, *25h. R.*	1	1
* Cross *R.* to Kolesa, *50h*	1	7
Wurod, *55h.*	0	3
Nagachee-Sindigee, *25h. R.*	1	3
Sindgaon, *50h. R.*	1	1
Cross *R.* to Baree, *7h. R.*	0	5
Kooruth, *20h. N. and ws.*	1	6
Burrumpooree, *30h. R.*	3	7
Pynee, *100h. ws.*	1	1
* Nursee, *500h. R.*	1	5
Kulkodee, *50h.*	0	5
Keysapoor, *10h.*	1	1
Indolee, *20h.*	0	6
Sudda, *50h. ws.*	1	1
Ramah, Deoolgaon, 20h. ws.	1	3
Wurrood, *50h. ws.*	0	3
Baree and Kurelbala	1	3
Cross *R.* to Anderwaree	0	7
Hingolee *cantonments*	1	2
Total miles	139	0

LXIV.

From AURUNGABAD to SECUNDRABAD, via Jaulna, Oodgeer, and Gunga Khair:

Places, &c.	Distance between. M.	F.
To Jaulna *cantonments, vide* XVII.	40	6
Moghullaee cantonment, 200h. Koondulka R.	0	4
Cross *N.* and Koondulka *R.* to Sarwaree, *20h.*	3	7
Wurgaon, *50h.*	1	3
Turgaon, *deserted*	2	6
Waidee, *40h. and ws.*	2	4
* Karlah, *100h. 3s. Koondulka R. which cross*	2	6
Peepulgaon, *50h. Koondulka R.*	1	7
Cross Doodna *R.* to Chitergaon, *40h.*	1	4
Runjennee, *100h. 20s. N. and ws.*	2	7
Muslah, *10h. N.*	5	2
*Purtoor, *500h. 12s. ws.*	1	6
A Durgah and well	2	7
Wurphul, *50h. 10ws.*	1	2
Cross Kussoora *R.*	1	1
Rohennah, *10h 5ws.*	2	3
* *Bura* Satwana, *50h. 10ws.*	2	7
Chota Satwana, *60h. 2s. ws.*	1	5
Rohilgaon, *50h. 1s. 12ws.*	4	3
* Saloo, *300h. 20s. 20ws.*	2	6
v. 5 f. Degrus, *4h 1w.*	3	3
Cross Kussoora *R.* to Peepulgaon, *100h. 4s.*	2	1
Kaurinjee, *40h. 10ws.*	2	2
* Manwut, *500h. 20s. 40ws.*	4	4
Saolee, *deserted*	4	7
Paulood, or Paldy, *60h. 5s*	2	4
* Mandakullee, *77h. 1s 7ws.*	2	7
Baboolgaon, *25h. 1s. 4ws.*	2	2
Oojahlumbah, *11h. 6ws.*	1	2
Borwund, *50h. 2s. 10ws.*	3	5
Paungree, *20h.*	3	1
* Taklee, *48h. 3s.*	1	5
Dondee, *10h.*	2	3
Saeela, *4h. N.*	2	6
Soonygaon, *4h N.*	0	5
Moolee, *40h. Godaveri R.*	2	0
Dharkher, *20h. Godaveri R.*	2	1
* Cross the Godaveri *R.* to Khair, *commonly called* Gunga-Kair	0	3
Cross Mauslee *R.*	4	6

Places, &c.	Distance between. M.	F
r. 3 *f.* Kundalla, 12*h.* *w*.....	2	
Cross Gullatee, *N*.....	3	1
* Sawergaon, 100*h.* 10*s.* *N.* *and ws*.....	1	6
Kundallee,.....	4	0
Cross Munmar *R*.....	3	5½
Kallaygaon, 5*h.* *R*.....	1	6½
* Rajoorah, 275*h.* 20*s.* 20*ws*...	2	4
Cr. *N.* to Seroor, 80*h.* 2*s.* 10*ws.*	5	4
r. 2*f.* Godawaree, 10*h.* *and cross N*.....	4	2
l. 3*f.* Undergaolee, 50*h*.....	1	6
*Cross Tear *R.* to Hullee, 100*h.* 4*s*.....	0	6
Sooknee, 10*h* 2*ws*.....	2	2
Eekrookah, 10*h.* *N*.....	3	1
Islampoor, 15*h.* 1*s*.....	3	1
Oodgheer ghât, *descent stony*..	4	7½
*Oodgheer, 1000*h.* 20*s.* *tank.*	1	6½
Moogah, 10*h.* *N*.....	5	6
Toogree, 25*h.* 2*s*.....	2	4
Cross Chickul *N*.....	1	3
Moorg-Petta, 120*h.* 6*s* *Deo R.*	2	3
Cross Deo *R*.....	1	0
Sandaser, 15*h.* 1*w*.....	1	3
Cross Manjura *R*.....	2	6
*Dongoopra, 20*h.* *tank*.....	3	1
Cross Heereehulla *N*.....	1	7½
r. 2*f.* Umbersingee, 10*h.* *ws.* *N.*	3	4
* Hulburga, 50*h.* 5*s.* *N*.....	6	4
Ghât, *ascent confined and stony.*	3	5
Kanapoor, 20*h.* 4*s*.....	1	3
l. 2*f.* Nowbad, 10*h.* 10*ws*.....	6	4
* Beder, head of a large Sirkar, 2000*h.* 25*s.* 100*ws.* *tank.*	3	1
Alludkeeree, 30*h.* *and tank*...	1	1
Mungulwarpetta, 40*h.* 4*ws*....		
r. 3*f.* Goonjuttee, 5*h.* 4*ws*....	7	4
l. 3*f.* Ramatheertun, 40*h.* *ws*..	0	4
* Sungum, 50*h.* 8*s.* 10*ws*.....	7	7
Baupunpullee, 15*h.* *N*.....	1	5
Jurlapullee, 50*h.* 1*s.* *N.* *and ws.*	2	6
r. 2*f* Rutnapullee, *deserted*....	1	6
Bura Chelmira, 50*h.* 5*s.* 2*ws*..	1	2
r. 3*f.* Kumumpullee, 50*h.* *N.* *and ws*.....	2	7
*Moonahpullee, 100*h.* 5*s.* *N* *and ws*.....	2	3
Cross Sowtahwagoo, *N*.....	1	4
Cross Pedda Wagoo, *N*.....	1	4
Hempullee. *deserted*.....	1	3
*Sedashapetta, 2,000*h.* 50*s.* 20*ws.* *tank*.....	3	7
To Secundrabad, *vide* XXI .	10	1
Total miles....	304	6

LXV.

From AURUNGABAD to ASSEERGURH:

Places, &c.	Distance between. M.	F
Aurungabad, Delhi gate, to Hursool	6	0
Sangvee.....	2	4
Top of Poolmurry ghât, *road stony, ascent* 3*f.* *not steep*	5	1
* Road tolerable to Chowk, *ws*.....	1	2
Poolmurry.....	5	4
* Cr. Gurga *R.* to Puttree,...	5	1
Malkinnola,.....	1	6
Naegowan	3	0
* Pass Alun to Bunkinnola...	5	0
Chichkaira and cross the Poorna to Bowen. 50*h.*	5	3
Sailoor, *N. and ws. supplies*....	3	0
* Palood, *Kailna R. no supplies*	6	0

Note.—From Poolmurry to this place the road is excellent and country cultivated.

Cross Kailna *R*.....	0	7
Through jungle to Golehgaon, 2*s*.....	4	6
* Cross *N.* to Adjunta, (*dâk*) *supplies*.....	7	2
Top of the ghât	2	0
Good gun-road down the ghât	0	7
Furdanoor, (*dâk*) *Wagoor R. no supplies*.....	1	0
Jambool, *wells*.....	5	2
Chichkaira, *des. Kurkee R*....	2	3
Singola, *des. wells*.....	1	3
*Tulehgaon, *N. and ws. supplies*	4	1

Places, &c.	Distance between. M.	F.
Cr. *R.* to Samrood, *supplies*...	2	3
Bairkaira, *wells*.....	3	3
Dewlusgaon, *Soor R*.....	2	0
Chota Betawud, *ws.* (*Sindhia's dâk*).....	2	7
* Yeotee, K. *N. and ws. supplies*.....	1	6
* Boodur, *l. v. Gundu N. and ws. supplies*.....	4	7
Oojennee, *des. wells*.....	3	5
Junnoona, or Jumoona, *s. v.* (*dâk*) *N. supplies*.....	2	2
Bilkaira, *des*.....	1	3
*Wuzurkaira, *s. v. N. and ws*	1	0
Hurtala, (*dâk*) *supplies, tank venerated by Hindoos*.....	4	2
Sarpullee or Salpily, *s. v*.....	2	6
* Cr. Mookta, *N.* to Yedlabad, (*dâk*) *supplies*.....	1	1
Cross Poorna *R. ford and good ferry*.....	1	5
Poornarry or Poornady, 20*h*..	3	1
Cross Walgee, *N.* to Naegaum, *m. v*.....	2	6
Note.—The road between the Taptee and Poorna is indifferent, and through low jungle.		
Beluswaree, *s. v.* (*dâk*) *Taptee*.	2	2
* Antoorlee, *m. v.* (*dâk*) *Taptee*.	3	2
Bhalkaira (*dâk*).....	5	1
Cross Taptee *R.* to Hutnoor, 4*h*.....	0	7
*Boorhanpoor, *vide* XLVII (*dâk*)	5	2
Nimbola, *Col. Frazer's tomb*..	4	2
Jerrie.....	2	0
Pettah of Asseergurh,.....	5	5
Total miles....	147	2

Note.—At Furdapoor the road branches off to Nusseerabad, distant 31 *m.* 6 *f.* The first part to Pauldy 13 *m.* 3 *f.* is a good road, through light jungle; 7*m.* further cross the Bagoor or Wagoor to Neery. At the 23d mile ascend a small ghat; the road continuing good, but country more open.

Places, &c.	Distance between. M.	F.
LXVI.		
From AURUNGABAD to MHOW, via Asseergurh, crossing the Nerbudda at Ravere, and through Simrole ghat:		
To Asseergurh, *vide* LXV...	147	2
* Kuttee ghât, 100*h*. 4*s*. *Sooktha R*.....	8	2
Kiralla.....	3	7
Cross Sooktha *R.* to Bummunpooree, 50*h*.....	0	3
Bulkeirah, 50*h*. *wells*.....	4	7
Reitiah, 30*h*. *wells*.....	0	7
* Pundania, 200*h*. 2*s*. *ws*.....	1	4
Gooneeah, *grove of trees*.....	2	6
Cross Abnee *R*.....	0	1
Koladet, 50*h*. *ws*.....	2	3
Cr. *N.* to Sirsod, 150*h*. 5*s*. *ws*..	2	4
* Sirivail, 100*h*. 2*s*. *N. and ws*..	5	2
Poonasla, 12*h*. *ws. a small stone ghurry*.....	4	7
l. 1*f*. Oondea, *des*.....	3	7
Seimla, *des*.....	2	1
* Bheekungaon, *recovering from desolation*.....	1	1
Note.—This place, formerly a large town, now exhibits the remains of several considerable buildings. It is surrounded by a mud wall in a ruinous condition, and contains a few shops.		
Ketwa, *des. N*.....	3	1
Parlea, 20*h*. *Ourah R*.....	1	4
Deola, 20*h*. *wells*.....	2	6
Choondea, *des*.....	5	4
l. 2*f*. Domara, *des*.....	2	4
Mooltan, *formerly a town, now containing a few houses*....	2	7
* Kamkherah, 30*h*. *few shops, Ambah R*.....	2	1
Note.—From Bheekungaon there is a good deal of jungle.		
Sanghee, 25*h*. *Ambah R*.....	0	2
r. 1½*f*. Dhabba, *des*.....	1	5
Kumla, 30*h*. *a small ghurry*..	2	2
Peepulkoond, 100*h*. *a ghurry, supplies, Wussalu R*.....	1	3

Places, &c.	Distance between. M. F.
l. 4*f.* cross the Wussalu *R.* to Buggeapoora, 10*h*.....	0 3
* Murdhana, 150*h. bazar, a ghurry, Nerbudda R. a ferry and good boats*.....	6 0
Bukgaon, *des. Nerbudda*.....	2 2
Cross Khuruck *R*.....	0 7
Ravere, *formerly a large town, now repeopling and prospering*.....	1 5
Cross the Nerbudda at Ravere ghât to Peetamlee, 10*h*.....	1 2
Palsoondu.....	3 2
Bura Machulpoor.....	1 6
* *Chota and bura* Beerpada, *deserted*.....	2 0
Pass Sowarpoora, Goaknaud and Jutwah, *deserted villages to the Kolar R. which cross*..	3 1
Pass the deserted villages of Pewra, Naya, Oomree, Koorud, and Balwarah, to Chorud *R. which cross*.....	12 5
Bawee,.....	2 7
Note.—At about the 3d mile enter the Simrole ghat, which is about 1m. ascent.	
* Simrole, 200*h*. 20*s*. *N. and ws*.	5 5
Note.—The battering train from Mhow went down this ghat to Asseer, as did also Sir T. Hislop's force on route from Mundissor to Aurungabad.	
Dhuttoda, 500*h* 20*s*. *N. and ws*.	3 0
Hursora, 400*h*. 10*s*. *R. and ws*	5 4
Santeir, 30*h*. *Santeira N*.....	2 5
* *Head quarter lines near* Mhow.....	0 7
Total miles....	274 0
The route most frequented by native travellers between Asseer and Simrole ghât, which leads to Indore, crosses the Nerbudda at Burwaee. The following is extracted from a gentleman's journal, who travelled the road with camels :	
To Boorgaon, *l. v*.....	12 4
Over hills covered with jungle, and stony, but presenting no serious obstacle to the passage of guns.	
To Chehgaon, *l. v*.....	16 4
At 7m. 4*f. Roostumpoor : at* 13½m. *Moghulgaon, Poorunduree's : road good.*	
To Doorwan.....	14 0
At 6m. *pass Desgaon road indifferent, through a wild country.*	
To Barwaee, *l. v*.....	17 4
At 4m. *Dungaon : at* 9m. *Baswa : at* 12m. *Sunowud : at* 15m. *Moorguree : at* 13m. *cross the Nerbudda in an excellent boat, capable of taking* 100 *men in one trip. Motuku, a small village, is on the left bank.*	
To Bulwara, *s v*.....	12 0
At 3m. *Nundia : at* 6m. *Ajra, road very good.*	
To Simrole, *l. v*.....	14 0
To Bawee at the 8m. *the road is not good, but passable by guns : at the* 11m. *enter the ghât, which is about* 1m *ascent.*	
Mhow, (*see foregoing route,*)	12 0
From Bawee to cantonments, not even excepting the ascent of the ghât, the road is most excellent.	
Total estimated miles....	98 4

Note.—The Nerbudda's bed, when fordable at Motuku, is most unfavourable for the passage of cattle, being exceedingly stony.

This route is not only shorter, but by all accounts better than that by Mundlaisur and the Jaum ghat. Carts, guns, and camels may be taken the whole way, and the Simrole ghat is so good that a curricle might be

Places, &c.	Distance between. M.	F.
driven from the top to the bottom The passage of the Nerbudda is the only evil, and that is not much less at Mundlaisur. The Jaum ghat is impassable for wheel carriages.		
LXVII.		
From AURUNGABAD to MHOW, via Asseer, Mundlaisur, and Jaum ghat:		
* To Kamkhera, *vide* LXVI...	212	3
Sanghee, 25*h*. *Amba R*.....	0	2
Tappa, 10*h*. *ws*.....	2	1
Vurree, 10*h*. *ws*.....	1	5
Narkeiree, 30*h*. *Wussalee R*...	2	5
Umlatta, 50*h*. *Wussalee R*. ...	0	3
r. 8*f*. Lepah, 20*h*. *Nerbudda R*.	2	4
Cross Veyda *R*. to Moorgaon, 30*h*.....	1	3
Maukerkeir, 50*h*. *Nerbudda R*.	2	3
**Cross the Nerbudda by a stony ford or by boats to Mundlaisur*.....	0	6
Note.—The Nerbudda at this place in July is about 500 yards broad. The stream is not rapid, and allows the passage boat to cross direct. Horses ford the river, over rocks, a little higher up. In the rains it is 1,200 yards wide.		
* To Mhow, *vide* LII.	32	2
Total miles....	258	5
Another route to Mundlaisur strikes off at Boorhanpoor, crossing at Beekungaon. The stages are:		
Boorhanpoor, to Peeprana, *s. v. N*.....	12	0
Kairee, *m. v. N*.....	10	4
Metawal, *l. v. N*.....	8	0
Soonah, *s. v. with a gurhee, N*.	10	0
Beekungaon.....	8	4
Gogaon, *l. v. R*.....	14	0
Chota Thursrawud, *m. v*.....	16	0
Mundlaisur.....	6	0
Estimated miles....	85	0

Places, &c.	Distance between. M.	F.
Note.—The Peeprana ghat is not difficult. The road to Kairee not remarkably good or bad, but thence to Beekungaon the country is desolate, hilly, covered with long grass and thin jungle, with a stony bad road.		
Chooly-Mhyshwur, a town of Holkar's, the former residence and the burial place of the celebrated Alia Baee, is 3 miles distant west.		
LXVIII.		
From SHOLAPOOR to SATTARA, via Punderpoor and Kulledhon:		
To Punderpoor, *vide* XX....	38	0
Taklee,.....	3	3
Kortee, 50*h*. 1*s*. *N. and ws*....	2	6
* Sonka, 75*h*. *N. and ws*.....	4	0
* Burra Moze, or Mohud, *Kusal R*. 150*h*. 10*s*.	8	3
Chota Moze, *Kusal* R. 15*h*. ...	2	5
Kutpul, 75*h*. 1*s*. *N*.....	4	0
*Kowaspoor, *Maun R*. 100*h*. 2*s*	6	5
Weetulwaree, 25*h*. *N*.	2	3
Owlaee, 30*h*. *N*.	3	6
Kalawaree, 20*h*. *N*.	1	0
* Neemboora, 250*h*. 5*s*. *N*.....	1	7
A small ghât, ascent difficult for carts.....	2	0
Powur-Peempree, 30*h*. *N*.....	7	7
Kuledhon ghât, *ascent bad, but passable for carts*.....	2	6
* Kuledhon, *K*. 25*s*. *N*.....	2	3
Mayenee, *K*. 600*h*. 30*s* *N*.....	6	2
Morla, *Yairla R*. 25*h*.....	3	7
* Nimsur, *K*. 225*h*. 15*s*. *N. and ws*.....	1	4
Holechgaon, 25*h*. *N*.	2	7
Boossunghur, 100*h*. 10*s*. *ws*....	1	6
Peerachuwaree, *Nan R* 2*h*....	4	2
* Cross Nan *R*. to Poosasawulgee, 380*h*. 5*s*. *N. bazar Thursday*.....	2	5
* Ruheemutpoor, *vide* XXV...	13	7
Damnair,.....	2	4
Cross Krishna *R*.....	2	2

Places, &c.	Distance between. M.	F.
Along the left bank,.....	2	2
Cross 2 *N.* to Targaon,.....	0	6
Cross a *N.*.....	1	7
Cheechnair,.....	2	4
Cr. 2 *N.* to Juetapoor, *Krishna R.*.....	1	1
Cross 2 *N.* to Kolodee,.....	2	5
* Sattara,.....	2	1
Total miles....	148	6

LXIX.

From Sholapoor to Dapoolee, by Pundurpoor and the Koombhurlee ghat:

Places, &c.	Distance between. M.	F.
To Poosasawulgee, *K. vide* LXVIII.....	116	7
Descend a khind to Nagjeery, 200*h.* 5*s.* *N. and ws*.....	3	4
*Paudulee, 200*h.* 4*s.* *N. and ws*	8	4
Helgaum, 150*h.* 3*s.* *N. and ws.*	2	0
Waree of Kusuru, 20*h.* Krishna *R.*.....		
Kowta, 50*h.* *N. and ws*.....	4	0
Kortee, 20*h.* *Tarlee R.*.....		
* Oomruz, 450*h.* 3*s.* *Krishna R.*	3	0
Mulhar, *Peth*, 50*h.* 6*s.* *ws*....	9	3
Note.—Computed from Poosasawulgee.		
Cross the Koyena *R.* to Treepooree, 20*h*	3	5
* Cross the Koyena *R.* to Patun, *K.* 350*h.* 25*s.*.....	2	1
Yeradu, 12*h.* 2*s.* *l. b. Koyena R.*	3	4
* Cross the Koyena *R* to Helwak or Hulgaon, 30*h.* 2*s.* *N. and ws*.....	10	3
Tankunwaree,.....	3	1
Koombhurlee ghât *begins*.....	1	6
Ends.....	3	4
* Koombharlee, 50*h.* 1*s.* *below the ghât, Wychurna R. and ws.*	2	4
Note.—The road is very indifferent from Poosasawulgee.		
Alloor or Auloray, 20*h.* s. *N. and ws.*	2	0
Cross *N.* to Peepree, 35*h.*	2	0
Peepree, *Khoord*, 10*h.* *N. and ws*.....	2	3
Cross *N.* to Kurdee, 15*h.* 1*s.* ..	2	4
*Chiploon, *K.* 600*h.* *t. and ws.*	2	2
Leaving Chiploon about a mile, the R. about 400 *cubits wide is crossed to Taverthun. At* 1¼*m. the Purushram ghât begins, and is* 6 *furlongs in ascent*.....	2	4
Note.—There has formerly been a good made road through this ghat, and paved where the ascent required it, but the bad state of repair of the pavement renders it extremely difficult to cattle, who pursue in preference a winding pathway on the right.		
Dhamundevee, *near Purushram*, 101*h.* *N. and ws*.....	0	2
Kowtee, 35*h.* *N. and ws*	2	7
Asugnee, 64*h.* *ws*.....	1	5
Dhabeelu, 33*h.* *ws*.....	1	7
Neegru, 36*h.* *ws*.....	1	3
Bhoruj, 26*h.* *ws*.....	0	3
Cross *N.* to Morowra, 30*h*.....	1	7
Bhosta, 41*h.* *ws*.....	1	2
* Cr. Jugbooree Kharee or *R.* to Kher, *K.* 389*h.* 40*s.* *t. and ws.*	1	6
Cross *N.* to Chinchgurh waree, 20*h.* *ws*.....	2	0
Cross 2 *N.* to Pooroos, 20*h.* *N. and ws*.....	3	6
Waukwulee, 75*h.* 2*s.* *N. and ws*.....	2	0
Cross 2 *N.* in	2	1
Tulsoory or Tilseer, *N*.....	3	1
Tulsooree waree, *N*.....	0	6
*Cross *N.* to Dapoolee *cantonments*,.....	2	1
Dapoolee village.....	1	4
Total miles....	222	0
Note.—The road from Poosasawulgee is generally bad and rocky, whether above or below the ghat. The only variation from this is the march		

Places, &c.	Distance between. M.	F.
from the bottom of the ghat to Chiploon. The immediate approach to the ghat above is tolerably good.		
LXX.		
From SHOLAPOOR to SATTARA:		
To Punderpoor, *vide* XX....	38	0
Woopuree,	8	7
* Balownee,	7	4
Tandoolwaree,	3	0
* Peelow or Peelwun, *K. Akulkothur's*,	8	4
Kolwuntee ghât *begins*....	4	3
End of ghât	2	0
* Muswur, *K.* 735*h.* 60*s. l. b. Maun R. two bazar days a week*	6	3
Cross Maun Gunga,	0	6
A waree	7	0
Peempree, 22*h. of Dhungurs, N.*	1	1
Gondhuwlee, *dhakla*, 36*h.* 2*s. N.*	3	2
* Gondhuwlee, *boodrook*, 85*h.* 1*s. r. b. Maun Gunga*	2	2
Ranpinglee or Pinglee, *Khoord*, 22*h. N.*	2	4
Pinglee, *boodrook*, 74*h.* 2*s. N*	2	5
Foot of a hill	2	7½
Ookurda, 25*h. ws. close under Muheemungurh*, 107*h.* 15*s.*	0	4½
* Dusta	4	0
Durjah, 22*h. N. and ws.*	0	1
Darpoori, 35*h. N. Enam*,	1	1
Khatgoon, *K.* 156*h.* 15*s. Yairla R. market on Wed.*	3	4½
Veesapoor, 45*h.* 1*s. N. and ws.*	2	5
Over Mogurna ghât *asc.* 7*f. easy descent*, 3*f.*	3	0
Yeksumba,	2	0
* Koreegaon-Koompta, *K.* 250*h.* 7*s.*	5	0
Lasoorna, 25*h.* 1*s. N.*	1	2½
Jamb, 45*h.* 2*s. N. and ws.*	2	2
Teerpootee, 27*h.* 3*s. t.*	0	4
A small ghât,	0	4
Cr. Krishna *R.* at Maoolee	2	2½
Sattara,	2	4
Total miles	131	4½

Note.—By going 3 miles round, the Koolwuntnee ghat, which is impassable for carts, is avoided; some bad road near Ookurda is also avoided by going a mile round.

LXXI.

From SHOLAPOOR to NAGPOOR, via Tooljapoor, Daroor, and Neermul:

Places, &c.	Distance between. M.	F.
Sholapoor to a *N.*	1	1
Hugnoor or Hugloor, 100*h.* 1*s. N. and ws.*	3	7
Woola or Ool, 150*h.* 1*s. N. and ws.*	2	4
Tandoolwaree or Tamboolwaree, 75*h.* 1*s. N. and ws.*	5	4
* Sooratgaon, *Nizam's*, 300*h.* 2*s. N. and ws.*	3	6
Sangwee	1	3
Maloombru, *Nizam's*, 20*h.* 1*s. N. and ws.*	2	4
Mahur-Sangwee, *Nizam's*, 20*h.*	3	7
Sheedphul or Sindpaul, *Nizam's*, 800*h.* 10*s. N. and ws.*	2	2
Bottom of the ghât	1	2
* Tooljapoor *at the top*, 1500*h. a Pet. of shops, tanks and ws.*	0	4
Boree, 50*h. N. and ws.*	2	0
Wurgaon, 100*h.* 1*s. N. and ws.*	4	0
* Daraseo, 500*h. Peth, ts. and ws.*	5	0
Oopula, *Makurachu, from the circumstance of it being the haunt of about* 2,000 *monkeys*, 100*s. N. and ws*	6	0
* *Kher*, 60*h.* 2*s. N.*	5	4
Tudula, *Terja R.* 200*h.* 2*s.*	5	0
* Kamuswaree, 200*h.* 2*s. N. and ws.*	3	0

Places, &c.	Distance between	
	M.	F.
Tandoré or Danoru, *5h. N. and ws*	3	4
Kullum, 300*h. Peth. Wanura R.*	2	0
Wurgaon, 50*h. N. and ws.*	3	0
* Seelegaon, 100*h.* 1*s. N. and ws.*	4	0
Kes, 500*h. Peth. R.*	6	0
Tamba, 75*h.* 1*s. ws.*	4	0
* Daroor, 1,500*h.* 60*s. ts. and ws. strong fort*	4	0
Note.—Mominabad or Amba Jogaee, the cantonment of the Nizam's reformed horse, is 19 miles north.		
Dindoor, *N.*	18	5
Sunpet, *N.*	16	2
Kurka, *Godaveri,*	10	7
Gunga Kair, *Godaveri,*	9	1
Paleem or Palum, *N.*	16	0
Maholee, *Godaveri,*	21	6
Boodkhair or Moodkhair, *N.*	20	0
Tulehgaon, *t. and ws.*	13	1
Moodhuli, *N.*	21	4
Note.—From Daroor to this are marches of the light division in May 1818, but whether they are on the direct route to Nagpoor, I am doubtful, though the route chosen by an army is always likely to be the best.		
* Neermul, *about*	23	1
Chinchoolee,	3	0
Dongapoor,	0	7
Top of Bahadpoor ghât	3	1
Ankree,	3	4
* Woodoorpet,	6	4
Itchadah,	12	4
* Murroor,	4	3
Hutnoor,	3	3
Mawullah,	8	2
* Yedalabad,	4	0
Arlee,	4	0
Karinjah,	7	4
* Soanagarree,	4	4
Dongergow,	11	1
* Kair,	6	3
* Won or Wonny,	12	5
Sawella,	4	5
Cross the Wurda *R.*	3	6
* Warhonah or Wuroda,	5	2
Mehobara,	2	3
Duheegaon,	3	2
Cross Dyewal *R.*	1	2
Chicknee,	3	1
Shegaon,	2	1
* Naugree, *l. v.*	4	0
Cross Nerbudda *R.* to Larkee, *l. v.*	0	7
Satephul	4	1
Koombee,	2	0
* Hingun ghat,	3	6
Cross the Wanna to Kunapoor,	1	1
Bajeepoor	1	1
Mandgaon, *l. v.*	4	7
Cross Dhan *R.* to Noonee,	2	4
Cross *N.* to Nandpoor,	1	2
Paidee,	1	1
Bhoosa,	3	0
* Sindee, *l. v.*	3	2
Pursoree,	1	5
Assola,	2	7
Enter jungle, extending 1 mile.	1	6
Cross the Wunna at Takul ghât	2	4
Dhabut,	3	1
* Goomgaon, *l. v. Kurruck R.*	5	1
Dyegaon, *v. tank*	2	5
Somulwara,	4	5
Anjee,	1	4
Cross Nagnuddee,	1	5
* Nagpoor,	0	5
Total miles	138	5

Note.—The first part of this route as far as Neermul, is circuitous, and between Tooljapoor and Daroor estimated; the rest is measured.

LXXII.

From SHOLAPOOR to JAULNA, via Bheer:

Karumbu, 60*h. ws.*	6	4
Darphul, 106*h. ws.*	5	6
Selgaon, 76*h. N.* 2 *coss or*	4	0

Places, &c.	Distance between. M.	F.
Ralé-Rasgaon, *50h. N.* 1½ *coss or*	3	0
* Wuerag, 1,200*h. Bhogawuty R. ws.* 1 *coss*	2	0
Manehgaon, *25h. N.*	2	4
Pangaon, *228h. R. and ws*	3	0
Soonderah, *13h. ws*	4	3
Cr. 2 *N.* to Barsee, *K.* 1,200*h. N. and ws*	3	4
* Peempulgaon, *115h. 2s. N. and ws*	6	0
Cross *N.* to Mankeshwur, *227h. 1s. ws*	3	6
* Ashtee, *62h. 1s. ws*	3	2
Barasangwee, *13h. ws*	5	0
Cross Chumteachy *R. twice*	7	6
Top of Nagjurry ghât, *ascent 2 f. stony and steep*	2	6
* Eet, *K.* 208*h.* 8*s. ws*	1	3
Cross Manjura *R.* to Peempulgaon, *14h. ws*	3	4
* Cr. Bokur *R.* to Chowsala. *90h. 5s.*	5	0
Rowlusgaon,	3	6
Cross Gunnesh *R.*	0	3
Paulee ghât, *descent* 1¼m	8	3
* Cross Bensura *R.* to Paulee, *35h. 2s.*	3	1
Cross Bensura *R.* to Bheer *K.*	5	0
Cross again at 4f. and the Sinphana river at	3	0
Recross Sinphana to Eerapoor	5	5
* Paudulsingee, *53h. 2s. R.*	2	4
Gewrye, *K. 157h. 7s. ws*	7	6
Cross *R.* to Dhondraee, *21h. 2s.*	6	1
Rakshusbowan, *K. e. b. Godaveri, 159h. 8s.*	5	6
* Cross the Godaveri to Peempulgaon. *153h. 9s.*	0	5
Cross Gallantee *R.*	10	7
* Soona-Pempulgaon, *30h. 1s.*	2	0
* Umbur, *P. Dh.*	6	2
* Jaulna, *vide* XVIII.	20	5
Total miles	164	5

Places, &c.	Distance between. M.	F.
Note.—Partly estimated, partly surveyed.		

LXXIII.

From SHOLAPOOR to BEEJAPOOR:

Cantonments to a waree	1	6
Koomtah, *35h. ws*	1	2
Sawuntkher, *6h. N.*	2	4
* Ahirwaree, *225h. 5s. ws*	5	2
Note.—Road very good, and the country highly cultivated, wavy plains, without trees, except at villages, good encamping ground, hog and black partridge in the vicinity.		
Bunkulgee, *25h. 1s. ws*	1	4
Jawulgee, *200h. 7s. ws*	2	2
Mungloor, *450h. 20s. N. and ws*	4	2
Cross the Bheema about 400 *yards wide to* Goobeewaree, or Goombeewur, *5h.*	3	4
* Kher or Dholkher, *363h. 18s. Bheema R.*	2	4
Note.—Through the same kind of country as yesterday, fertile, wavy plains. The junction of the Seena takes place about 10 miles from Kher west. There are many villages up and down at short distances on the Bheema, at most of which boats ply. This river forms the line of separation between the Mahratta and Kanara languages, and the natives on opposite banks are nearly unintelligible to each other. The Hindoostani is understood by very few on either bank.		
Over good road, and cultivated but bare country, to Ulloor, *150h. 1s. N.*	6	4
* Cr. 2 *N.* to Indee, *300h. 12s*	5	0
Note.—Little cultivation, and thin jungle between Ulloor and Indee: road good and country level.		
Tudwula, *125h. 3s. N.*	7	0
A rising ground, beneath which is the deserted village of Peerapoor, from the crest of which is seen distinctly the large tomb at Beejapoor	3	0

Places, &c.	Distance between. M.	F
* Uttergaon, or Unturgaon, 125*h.* 4*s.* *ws*	4	4
Note.—Road good over wavy downs, covered with low jungle.		
Nagthana or Nagtan, 125*h.* 4*s.* *ws.*	5	0
* Alliabad, 9*h.* *ws.*	4	4
Note.—Road as yesterday, loamy soil, jungle thicker, very little cultivation, and country very desolate.		
* *Ullapoor gate of* Beejapoor,	6	0
Total miles	66	0
Another route to Beejapoor, branches off at Kher (*see foregoing route*)	24	6
Elgee, (*a mile to the left is Alsingee, a populous Kusba*) *about*	6	0
Arzinat, *pop.* 153*h.* 1*s. about*	3	0
* Mylar, *N. measured*	2	3
Goondwan, *N.*	3	3
Kapnimboorgee, *populous*, 133*h. N. and ws*	1	6
Algoondee, *N.*	3	3
* Hortee, *K. populous*, 383*h.* 3*s. N. and ws*	2	0
Agsinal, *N.*	5	0
Turgoondee, *N.*	3	6
* Kunal, *s. v.*	3	3
Burotgee, *N.*	2	3
* *Shahpoor gate of* Beejapoor	6	7
Total estimated miles	68	0

Note.—The above is part of a route pursued by the Honorable the Governor's camp in 1823.

LXXIV.

From PUNDURPOOR to BEEJAPOOR:

Pundurpoor to Anwelee, 61*h.*	3	0
Yeklaspoor, 15*h.*	2	4
Mullewaree, *r. b. Maungunga*,	2	4
Cross to Seedawaree, 16*h.* 1*s.*	0	2

Note.—The Maungunga rises near Mahlonee, in the Mahadeo hills, and joins the Bheema at Surkowlee. The Maundes produces principally horses, bajree, and Indian corn abundantly.

* Mungulwurra, *Chintamun Rao's jageer*, 2,000*h. or* 5,000 *inh.* 60*s.*	4	6
Note.—Road good, and country generally well cultivated.		
Over a well cultivated and level plain to Murwurra, or Marowlee, 125*h.* 3*s.* *ws*	7	2
* Hooljettee, *Duffley's, n. b. of a large N.* 250*h.* 4*s.*	6	6
Note.—The country is so very sterile here that sufficient wood is not procurable for fuel, and dried cow-dung is used for that purpose.		
Chota Oomdee, *deserted*, cross *N.* to *Burra* Oomdee, 150*h.* 4*s.*	7	2
Hullee or Hurulee, 35*h. N.*	3	2
Beloondee, 55*h.* 1*s. N.*	2	4
Through a thick jungle to Booree or Bergee, 75*h.* 2*s. N.*	3	4
Note.—Road good to Oomdee, open and cultivated country; thence to Booree jungly.		
Kurizgee, or Kurunjee, *Nepaunkur's*, 300*inh. country cultivated*	1	4
Jaleehul, *Nepaunkur's*,	6	0
Boblud, *Duffley's*, 33*h.* 1*s. ws. brackish water*	5	0
Eetengee,	7	4
* *Mukka gate of* Beejapoor,	5	0
Total estimated miles	68	4

Note.—Over high and dry downs: road very good, and partially covered with jungle.

Beejapoor from 1488 to 1680 the most splendid Mahomedan capital in the Deckan, at this day does not contain as many families as it formerly contained mosques, which were said to be 1400. Minute accounts of the buildings and curiosities which time has spared, are to be found in various works, suffice it for me to say, that there are some intelligent descendants of ancient Mahomedan families still in good circumstances, from whom

Places, &c.	Distance between M.	F.
much information may be gained respecting the place.		

LXXV.

FROM SATTARA TO DAPOOLEE, VIA AMBOOLEE GHAT:

To the bottom of the hill.....	2	2
Ascend the hill, *accessible to unladen cattle*.....	1	6
Yeoteeswur temple, *good water*	0	6
r. 2 *f.* Along table land and desc. to Jamboolmora.....	3	2
Pagoda near Peesanee.....	1	5
r. 3 *f.* Ambanee, *N.*.....	1	1
Cross Cormooree *R.* near its source.....	4	3
Gradual desc. to Phulnee.....	2	7

Note.—Another usual marching route joins here; the road is better, but 3 miles longer, passing Dunkoory, Kenerah, and Tamba; then ascend and descend the small Bhoola ghat.

Cross Koyena and Kandatee *Rs. in*.....	2	1
r. 3 *f.* Cross *N.* near Peepree	0	7
A chokee, and well.....	1	0
l. 3 *f.* Cross Godeoora *N.* to Kosapoor.....	1	7
r. 3 *f.* Cross Amral *N.* to Akulpee, or Akulpoor.....	1	4
Cross Kandatee *R.* at Rodee	1	2
r. 1 *f.* Atornee, 50*h.* *N.*.....	4	0
Wulwun.....	1	7
Cross Kandatee *R.*.....	1	4
Top of Amboolee ghât.....	0	6
Descent circuitous, steep towards the top; passable, but difficult to cattle.....	2	6
r. 1 *f.* Amboolee, *bottom of the ghât, river water good*.....	1	6
l. 2½ *f.* Mahloonga.....	1	5
Mohona, *Jugbooree R.*.....	2	4
Cross Jugbooree *R.*.....	2	1
Cross 2 *N.* to Koorasee,.....	1	5
Cross *N.* to Sookeewullee,....	2	1
Cross Choorud *R.*.....	0	3

Note.—This river is navigable at spring tides to boats of 50 candies.

KHER or Khed, *K.* 371*h.* *t. and ws.*.....	2	1
Cross a *N.*.....	1	1
Chinchookur warree, 20*h.*	0	7
Cross 2 *N.* to Pooroos, 20*h.*...	3	6
Wakwulee, 75*h.* 2*s.*.....	2	0
Cross 2 *N.* to Tulsoora or Tilseer, 30*h.*.....	5	2
Tilseer warree,.....	0	6
Cross *N.* to DAPOOLEE *cantonments*.....	2	1
Total miles....	67	0

Note.—The road from Sattara to Wulwun is tolerably good. From the bottom of the ghat to Kher it is extremely bad the whole way, and thence to Dapoolee worse. The Konkan is badly watered in the dry season.

LXXVI.

FROM BELGAM TO KURARH, VIA MERITCH:

To Seedapoorhutty, *vide* XXV.	60	7
Kulaley, 119*h.* 1*s.* *Krishna R.*	2	4
Danwar, (*dâk*) *Karkoon here*, 130*h.* 1*s.* *Vedgunga*.....	1	7
Taklee, 114*h.* *Krishna R.*.....	2	0
Akeewar, 100*h.* 4*s.* *R. and ts.*	1	3
Kooroondwarhutty, 104*h.* *ws.*	1	5
KOOROONDWAR, 1,193*h.* 56*s.* *Punchgunga and Krishna R.*	1	4
Nursobake warree,.....	0	4
Serol, 675*h.* 15*s.*.....	2	4
Cross the Krishna *R.*.....	3	1½
MERITCH, 4,572*h.* 242*s.* *t. and ws.*.....	2	0

Note.—From Seedapoorhutty to Meritch, is, by another measurement, 21m. 6f.

Koopwar, *Merichkur's*, 200*h.* 2*s.* *dh. ws.*.....	3	0
Boodgaon, 210*h.* 4*s.* *ws.*.....	3	0

Places, &c.	Distance between M.	F.
Bisoor, 70*h.* 3*s. N.*	1	3
Nandru, *Chintamun Rao's*, 358 *h.* 10*s. Verla R.*	3	5
Cross Verla *R.* to Kutao, *Chintamun Rao's*, 10*h.*	1	1
Bheelwarree or Beelorree, *Tasgaonkur's*, 550*h.* 15*s. dh. R.*	4	2
Akulkop, *K. Tasgaonkur's*, 175 *h.* 4*s. R.*	1	3
Wallao, *Rajah of Sattara's*, 625*h.* 50*s. dh. R.*	4	6
Bolgaon or Boregaon, *Rajah of Sattara's*, 480*h.* 11*s. R.*	6	2
Cross *R.*	0	5
Lutura, *Rajah of Sattara's*, 325*h.* 2*s. R.*	1	6
Cross *R.* to Bichood, 46*h.*	1	1
Cross *N.*	0	3
Yedy, *Rajah of Sattara's*, 106*h.* 1*s. ws*	1	5
Senowlee, 110*h.* 1*s. ws.*	3	7
Wurgaon, *Enam*, 235*h.* 2*s. ws.*	4	0
Karow, *Enam*, 325*h.* 1*s. R.*	2	1
Kurarh,	4	1
Total miles	128	2½

Note.—From Kutao to Kurarh is along the banks of the Kistna river.

LXXVII.

From BELGAM to SHOLAPOOR, via Kulladgee and Beejapoor:

Places, &c.	Distance between M.	F.
To Marrehall *vide* XXV.	13	6½
Kurdeegoodee, *Enam*, 135*h.* 1*s. N. t. and ws*	0	3
Hunukairee, 170*h.* 1*s. N. t. and ws*	3	6
Yergoodee, 47*h.* 1*s. N. and ws.*	2	4
Road strikes off to Moorgoor	0	1
Road strikes off to Naisergee, *K.*	1	5
Muddenbaree, 94*h.* 1*s. N. and ws*	2	2
Myakulmurdee, 102*h.* 1*s. N. and ws.*	3	7
Wunoor, 262*h. N. and ws.*	3	0
r. 6 *f.* Seerleebaree, 20*h. N and ws.*	4	4
l. 4 *f* Poorkulkutty, 52*h.* 1*s. N. and ws.*	0	6

Note.—Junction of the road from Gokak, dist. 11 miles.

Gutcheen-koorbet, *Putwurdhun's*, 249*h.* 7*s. N. and ws.*	5	2

Note.—The distance from Wunnoor is given at 12m. 7f. by another measure.

Bhutgairee, *Bullapa Desye's*, 82*h.* 1*s. N. and ws.*	3	6½
Begunal, *Enam*, 48*h.* 1*s. N.*	2	4½
Munkairee, *Enam*, 38*h.* 1*s. N.*	4	0
Hoolkoond, *Putwurdhun's*, 258*h.* 3*s. N. and ws.*	3	0
Cheepulkutty, *Putwurdhun's*, 154*h.* 3*s. N. and ws.*	2	5
Tondeekutty, *Putwurdhun's*, 48*h.* 1*s. N.*	1	2
Hossackutty, *Cowjee Desye's*, 257*h.* 4*s. ws*	2	0
Hoskot fort	2	4
Lokapoor	4	2
Kusdonee, 154*h.* 1*s. Gutpurba.*	5	1
Kulladgee, 258*h.* 6*s. Gutpurba*	5	1
Sumsee, *Mota*, 20*h.*	2	4
Sumsee, 20*h.*	0	5
Cross Gutpurba *R.* to Koondergee, 200*h.*	1	2
Bavulluttee, 100*h.*	2	1
* Soonagah, 150*h. tank*	4	4
Hoossain Saib's Durgah, near Burra Gundee, or Perulghât	3	4
Bod Gundee, 100*h. ws.*	1	0
Koortee, 40*h. Krishna R.*	5	4
* Cross Krishna *R.* to Colar, 40*h. N.*	1	1

Note.—The Krishna at this ferry usually subsides as low as 4 feet in January, but is never lower. From bank

Places, &c.	Distance between. M.	F.
to bank is 2¾f. The bed sandy, and the country on both sides a black soil.		
Dod Kunnusgee, 12*h*. *N. and ws*.	3	6
Cross *N.* to *Chik*, Kunnusgee, 10*h*. *ws*.	0	2
Rowanhall, 30*h*. *N. and ws*.	1	4
* Moolwarra, 150*h*. *N. and ws*.	6	3
Hoonganhully, 50*h*. *ws*.	6	3
Joomunhall, 100*h*. *N. and ws*. *l*. 4*f*. Emalapoor, *Nizam's*, 50*h*. *ws*.	5	2
Beejapoor *gate*.	3	3
Cross *N.* to Allahabad, (*dâk*.).	1	5
Cross *N.* to Naugtana, 300*h*. 3*s*. (*dâk*)	6	0
Note.—From Beejapoor inclusive is the territory of the Rajah of Sattara.	4	7
* Cross *N.* to Huttergaon, 100*h*. 4*s*.	5	0
Seerapoor, *des*.	4	4
Cross *N.* to Thuddaongee, *Nizam's*, 100*h*. 3*s*. (*dâk*).	2	5
* Hindee, *Sattara Rajah's*, 400*h*. 10*s*.	7	5
Cross a *N*.	2	3
Ulloor, *Nizam's*, 50*h*. 1*s*. *ws*.	3	1
Acherikairee, 500*h*. 20*s*. *Bheema R*.	6	4
* Goobeydoo, 20*h*. *Bheema*.	3	0
Cross Bheema to Kowtah, *Sattara Rajah's*, 10*h*.	1	3
Mungoorla, 400*h*. *Bheema*.	4	3
* Javaulgaon, 200*h*. *N. and ws*. (*dâk*)	4	2
Bunkulgee, 50*h*. *ws*.	2	3
Eerwar, 250*h*. 6*s*. *ws*. (*dâk*).	1	3
Sawutkair, 10*h*. *N. and ws*. (*dâk*)	5	1
Koomtah, *Jageer*, 200*h*. *N. and ws*.	2	5
Sholapoor-warree, 10*h*. *N*.	1	2
Sholapoor	3	5
Total miles	203	5½

Places, &c.	Distance between. M.	F.
LXXVIII.		
From BELGAM to SHOLAPOOR, via Korbetta Jumkundee and Beejapoor:		
To Gutchun-Koorbet, *vide* LXXVII.	41	6½
Cross *N.* to Tapsee and Kempunhola, 4*h*. *ws*.	4	4
Cross a *N*.	2	6
Hunderhutty, 30*h*. *N. and ws*.	1	0
Cross a *N*.	0	1
r. 2*f*. Chitapoor, 10*h*. *N. and ws*.	1	3
Cross a *N*.	0	1
Lutchmeswur, *Meritchkur's*, 40*h*. *N. and ws*.	1	7
* Cross *N.* to Hossahutty, *Meritchkur's*, 60*h*. 10*s*. *N. and ws*.	2	0
A descent rather difficult for wheel carriages.	2	1
Beesun-Kopah, *Meritchkur's*, 50*h*. *Gutpurba R*.	1	4
Dhowleswur, 60*h*. *Gutpurba R*.	1	7
* Cross the Gutpurba.	0	6
Cross a *N*.	2	0
Mahulingapoor, *Moodholkur's*, 400*h*. *N. and ws*.	2	1
* Juggadall, *Moodholkur's*, 100*h*. *N. and ws*.	7	1
Cross *N.* and ascend a ghât.	0	6
Bundykunnee, *Moodholkur's*, 10*h*. *ws*.	1	2
Mundungundy, *Moodholkur's*. 30*h*. *N. and ws*.	4	5
Between hills to Oonoor, 200*h*. 10*s*. *ws*.	1	1
Kudderputty, *Putwurdhun's*, 100*h*.	1	0
* *r*. 4*f*. Jumkundee, *Putwurdhun's*, *N*.	1	1
Koombarhulla, *Jumkundeekur's*, 50*h*.	3	3
Cross the Krishna *R*.	4	0
Note.—Left bank steep, and the right bank low and rather difficult for guns.		

Places, &c.	Distance between. M.	F.
* Pudulgee, 50*h*. *Krishna R*..	0	3
Arjoongee, *Eechulkurinjee-kur's*, 10*h*. *N. and ws*.....	7	6
Yekoondy, 100*h*.....	2	3
* Cross *N*. to Bableswer, 400*h*.	4	4
Cross 2 *N*. to Saurwadda, 400*h*. *t. and ws*.....	5	5
Kagapoor, 50*h*. *N. and ws*....	4	2
* *Soorapoor gate of* Beejapoor, *t. and ws*.....	1	7
To Sholapoor, *vide* LXXVII.	72	0
Total miles....	192	½

From BELGAM to SHOLAPOOR, via Padshapoor, Teerdall, Ghota and Beejapoor:

To Koonoor, *vide* XXV.....	37	2
Cross Gutpurba *R*.....	1	2
Goreebettah, 100*h*. 2*s*. *ws*.....	2	7
Seedaparuttee, *des*.....	1	6
Soonamutty, *des*.....	1	4
Anamapoor, 10*h*. *N*.....	2	6
Cross *N*. to Kulloly, *Jageer*, 100*h*.....	0	4
Tookoonutty, 10*h*. *ws*.....	3	1
Munkunwarree, (*dâk*) 50*h*. *ws*.	3	4
Cross a *N*.....	2	0
Ettenhall, 25*ws*.....	2	1
Moogulcod, (*dâk*) 60*h*. 2*s*. *ws*..	3	5
Saucullutty, 10*h*. *ws*.....	3	4
* Terdal, *K. Chintamun Rao's*, (*dâk*).....	3	6
Note.—Between Kuloly and this place water is very scarce in the hot season.		
Ulkee, 65*h*. 2*s*. *ws*.....	3	1
Muddenkutty, 10*h*. *ws*.....	1	3
Asungee, *Jageer*, 100*h*. 3*s*. *Krishna*.....	1	3
Auskah, 40*h*. *Krishna R*.....	0	5
* Kulloly, (*dâk*) 100*h*. 2*s*.....	2	5
Hulbaul, (*dâk*) 35*h*.....	6	3
Kunkunwarree, *Jumkundee-kur's*, 50*h*. *Krishna R*.....	3	6
* Cross Krishna *R*. to Sooroo-poor or Murnoor, *Jumkun-deekur's*, (*dâk*) 100*h*. 4*s*.....	1	4
Sawulgee, *Jumkundeekur's*, (*dâk*) 25*h*. 1*s*. *ws*.....	7	5
Kullolee, 2*h*. *w*.....	2	7
Ascend a ghât.....	1	2
* Gotta, 100*h*. 4*s*. *ws*. (*dâk*)...	2	6
Dasunhal, 10*h*.....	7	3
Cross a *N*.....	0	3
Hosahutty, (*dâk*) 60*h*. 1*s*. *N. and ws*.....	1	6
Toorvee, (*dâk*) 20*h*. *ws*.....	9	0
* Beejapoor *gate*.....	2	5
To Sholapoor, *vide* LXXVII.	72	0
Total miles....	191	7

LXXIX.

From BELGAM to DHARWAR:

Belgam to old Belgam, 10*h*. *t*.	3	5
Cross Bellary *N*.....	0	6
Hulgay or Uikay, 60*h*. *t*.....	1	6
Segnee, *Enam*, 20*h*. *N. and t*	1	6
Tareehal, *Putwurdhun's*. 106*h*. *ws*.....	1	7
Cross 2 *N*.....	1	6
Descend ghât at	1	2
* *Dod or Heer*, Bagwaree, (*dâk*) 400*h*. 12*s*. *N. and ws*.....	1	5
Cross 2 *N*.....	2	1½
Chik, Bagwaree, 115*h*. *N. t. and ws*.....	0	6
Kurveenkopa, 100*h*. *t. and ws*.	1	5
Oossoor, 211*h*. 1*s*. *t. and ws*...	3	4
Cross *N*. to Koorgoond, 100*h*. *R. N. and t*.....	1	3
Cross Mulpurba *R*. to Toormu-ry, 155*h*. 2*s*.....	1	4
Kundatulhal, or Kurdhal, 55*h*. *ws*.....	2	2
Cross a *N*.....	0	4
Kulbary, 77*h*. *t. and ws*.....	0	7
Cross *N*. to Nundyhully, 50*h*. *ws*.....	1	7

Places, &c.	Distance between. M.	F.
Cross *N.* to Seegyhully, 130*h.* 2*s. ws.*	3	2
Khanapoor, and Thadcode, 453 *h.* 9*s. t. and ws.*	3	6
l. 2 *f.* Cross *N.* to Gurrug, *K.* (*ddk*), 500*h.* 14*s. N. and t.*	2	2
Cross a *N.*	1	4
l. 1½ *f.* Mungulgutty, 30*h. t.*	1	6
l. 2 *f.* Gowunkop, 10*h.*	1	5
Cross *N.* to Nurendra, (*ddk*) 994*h.* 13*s. ws.*	1	3
Yetingoond or Etingoor, 30*h t. and ws.*	1	6
Dharwar, *Fort gate*	2	2
Total miles	50	2½

From BELGAM to DHARWAR, via Sangolee:

To Bagwaree, *vide* LXXIX	17	2½
Nelgulhal,	5	2
Cross large *N.*	1	0
Cross Mulpurba *R.* to Sangolee, *K.*	2	6
Kodanpoor,	4	5
Khurshuttee,	3	2
Khanapoor,	3	5
Cross Toopi *N.* to Gurrug, *K.*	2	3
To Dharwar, *vide* LXXIX	10	2
Total miles	50	1½

Note.—The road to Kittoor strikes off at Bagwaree from which it is dist. 16m. and joins this road again at Gurrug 10½ miles.

LXXX.

From BELGAM to BELLARY, via Dharwar:

To Dharwar, *vide* LXXIX	50	2½
Govindkopa, 50*h. ws.*	3	3
Yebbully, 500*h* 12*s. ws.*	4	7
* Behuty, 600*h.* 12*s. ws.*	6	2
Kerrasoor, 300*h. ts. and ws.*	6	4
* Annekaira, 450*h.* 14*s. ws.*	9	2
Tholadoor, 10*h. ws.*	5	1
Hoolkota, 40*h. ws.*	2	6
Binakunakutty, 40*h.*	2	6
* Gudduck, 800*h.* 13*s ws.*	3	1
Adashapoor, 20*h. ws.*	3	1
Papanhutty, 70*h. N.*	2	1
* Dummull, 500*h.* 12*s. ws.*	8	3
Mawundy, 80*h.* 2*s ws*	4	4
Burradoor, 200*h.* 1*s. ws.*	2	7
* Moondurgee, 300*h.* 3*s ws*	3	0
Bellenty, 50*h. t.*	3	0
Borchunhully, 60*h.* 1*s. ws.*	6	1
Tiguree, 30*h. ws.*	2	0
* Humpsaugur, 600*h.* 14*s. r b. Toombuddra R.*	3	1
* Bellahousee.	15	0
* Oospetta or Hospetta,	13	0
* Gardiganoor,	15	5
* Koorthanee,	11	5
Bellary	11	6
Total miles	199	4½

LXXXI.

From BELGAM to HURRYHUR, via Dharwar:

To Dharwar, *vide* LXXIX	50	2½
Nouloor,	2	2
Amurgole,	3	7
Byrdewurkop,	1	4½
Oomkul,	1	0
Warree,	1	7
Hoobli *begins*	1	2
End of Hoobli,	0	6
r. 1 *f.* Budnal,	0	5
Cross a *N.*	1	2½
A small tank,	1	3
A warree,	2	7
Koondyul,	0	6
r. 2 *f.* Bilebal,	2	0
Kundolee,	1	3
Chika Hurkoonee,	1	4
Heera Hurkoonee,	1	5
Sehunhal,	6	5
Chondal,	3	1
Budnal,	2	3
Savanoor, *t.*	1	4
End of Savanoor	0	5

Places, &c.	Distance between. M.	F.
Hooleekopee	3	0
Melgutta,	3	0
Cross Wurda *R.* Dewurgerree, *K.*	2	1
Enter Hawaree, *K.*	4	7
Cross large *N. r.*	7	2
Nartoogul	2	4
Cross a *N.* twice	2	4
Mootu Bednore,	2	3
Recross *N.*	1	1
Chuteir,	2	5
Karkol,	1	7
Kujuru,	2	0
Konbehon,	2	0
Cross large *N.*	0	3
Enter Rana Bednore	2	3
Hoonushukuttee,	4	5
Chelgerree,	3	2
Kuroor,	1	7
Peit	5	3
Cross the Toombudra *R.* and enter the Madras Territory	3	0
Total miles	145	4½

LXXXII.

From BELGAM to GOA, via Toorkawaree, Patna, and Ramalingum pagoda:

Cross *R.* to Benakunhully, 6*h.*	4	5
Cross *N.* and Markundee *R.*	3	7
Heeree Senowlee, 60*h. ws.*	0	4
l. 1 *f.* Hoodramony, 30*h. w.*	2	2
* Toorkawarree, (*dâk*), 80*h.* 1*s. N. and ws.*	2	0
Cross 2 *N.*	4	6
l. 4 *f.* Kalanundygurh, *K.*	1	2
Cross a *N.*	0	3
* Patna, 150*h.* (*dâk*), and cross *R.*	1	5
Mootunwarree, 20*h. ws.*	0	7
Cross 2 *N.*	3	2
Ascend a small ghât	1	5
* Ramaling pagoda, (*dâk*)	3	3
Descend the Ram ghât and cross a *N.*	3	6
Cross Teelar *R.*	3	0
Kundy, 10*h. ws.*	1	3
* *r.* 4 *f.* Ghotkatchuwarree, 150*h.* 4*s. ws.* (*dâk*)	0	4
Baitsee, 50*h.* 5*s.*	2	5
Cross a *N.* to Koodas or Koorasee, 300*h.* 4*s.*	3	6
* Arsinora, or Assunwadda,	8	4
Goa, *by sea is about*	12	0
Total miles	65	7

Note.—The county is cultivated and open to Toorkawarree, thence a thin jungle to Mootunwarree, and to Ghotkachuwarree is very thick jungle.

Another route to Goa branches off at Ghotkachuwarree to Nonora, 12m; thence Mapusa, 8 m; the river opposite Panjim or New Goa, 7 m; and the breadth thereof is perhaps ⅛m.

Another route branches off at Baitsee to Dondamaragu, 8m. 2f; Deerholee, 4m. 6f; Sanklee, 4m. 5 f; and Goa by sea is about 12 miles.

LXXXIII.

From BELGAM to VINGORLA, via Ram ghat:

To Koodas, *vide* LXXXII.	45	3
r. 6 *f.* Sassoolee, 70*h.* 3*s.* (*dâk*)	2	5
Country hilly and jungly to Banda, a small fort containing 150*h.* 5*s.* on a river navigable for large boats (*dâk*)	10	4
Country rugged and close: pass Yetee or Yethegaon, 30*h. ws.* to Melgaon or Mulgaon, 125*h.* 7*s.* (*dâk*)	6	6
Note. Waree is 2½ miles N. E.		
Neemla, 30*h.*	2	2
Pass Warrowra and Thorada, 40*h.* and through a highly cultivated country to Vingorla, *K.* 770*h.* 30*s.* (*dâk*)	8	3
Total miles	75	7

Note.—A good bundar here for large boats, and a fort 180 feet square.

Places, &c.	Distance between. M. F.
LXXXIV.	
From DHARWAR to SHOLAPOOR, via KULLADGEE and BEEJAPOOR:	
From the fort gate to the end of Havery pettah, 50*h*	0 4
Cross *N.*	1 7½
Ameenbauvee.....	3 7½
* Cross 2 *N.* to Morub, 400*h.*	7 3
Seergola, 10*h. and Toopoory N. which cross.*	4 4
Jawoor, 50*h. N.*	2 1
* Hebulee or Hebul, *jageer*, 60*h. N.*	1 3
Juganpoor, 30*h. t. and ws*	6 2
Cross *N.* to Nurgoond, *jageer*	1 1
* End of Soamapoor Pettah, 60*h. t.*	0 7
Note.—The hill fort of Nurgoond is near this.	
Cross Verteehulla *N.*	2 1
Hutty, 12*h. t. and ws*.....	2 3
Honnor, *Nurgoondkur's*, 30*h. Mulpurba R.*	7 4
* Cross Mulpurba to Gopunkopa, 60*h.*	0 6½
Waddanwutty, 30*h. N.*	2 2
Ghât 1½ *f.* to Nursapoor, ...	0 5½
Cross a *N.*.....	0 7
Soamunkopah, 25*h. N. and ws.*	1 6
Cross a *N.*.....	0 4
Munnutgeery, 35*h. t. and ws...*	1 3
A foot road from Keroor joins here.....	1 3
Oogiaut, 60*h. t.*.....	1 3
* Mudkullymarkeiroor, 40*h. N. and ws*.....	3 7
Augoorkoopah, 10*h. N. and ws*	2 4½
Hoolgairy, 35*h.*.....	2 4
Gungancodeehall, 25*h. t*.....	2 5½
Dod Silleekaira, 30*h*.....	3 4
Cross *N.* to *chik.* Silleekaira, 50*h. N. and ws*.....	0 7
Cross a *N.*.....	0 3½
Anamapoor, *des*.....	3 0
Pettah gate of KULLADGEE..	0 4½
To SHOLAPOOR, *vide* LXXVII.	122 5
Total miles....	196 1
LXXXV.	
From MALWAN to DAPOOLEE:	
Rajkot gate to the creek.....	0 5
Rameswur ghât, *asc.* 1*f.*.....	0 3
Koobharmat (*potter's village*)..	0 7
Note.—The road branches off to chouk, dist. 4 m. 5f.	
Cross *N.* to Nandrook.....	2 1
Cross *N.* to Amdoos, ...	4 1
Cross *N.* to Koonkaola, ...	1 3
Cross *N.* near Mooroomwarree,	1 2
Cross *N.* to Kuth,.....	1 1
Cross *N.* to Sawurwarree, ...	1 7
Cr. 2 *N.* to Sookulwarree, 23*h.*	1 3
Cross *N.* to Kusal, 85*h.* 6*s*.....	3 5
Cross Hurnahee or Sawa *R.* to Wuseergaon, 25*h.*	1 6
Wagpa, 25*h. ts*.....	4 2
Asseea (*dâk*), 28*h. N. and ws.*	2 1
Kulmut, 161*h. N. and ws*.....	0 3
Cross Sawa *R.*.....	0 6
Januwlee, 86*h. N. and ws*.....	0 4
Oomrut, 56*h.*.....	2 1
Sawdow, 19*h.*	1 0
Nandgaon, 63*h.*	1 7
Assuldu, (*dâk*) 33*h. ws*.....	2 1
Kassurdeh, 81*h.*	0 7
Telru, 9*h. ws.*	2 5
Salset, 35*h. ws*.....	1 6
Wargaon, 111*h. ws*.....	1 7
Nudguwa, 49*h. N. and ws*.....	1 6
KHURREPUTAN, *K.* 244*h.* 18*s.*	1 6
Mosun, 21*h. N. and ws*.....	1 4
Keluoli, 47*h. N. and ws*.....	2 6
Jambowlee, 22*h. ws*.....	2 1
Cross Sawa *R.* to Purtuolee, 21*h.*	3 4
SUONDHUL, *K.* 500*h*.....	2 0
Note.—Raeputan, K. is 3 m. from Purtuolee, and perhaps one mile from Suondhul.	

Places, &c.	Distance between. M.	F.
Chikulgaon,	3	3
Gotnay,	0	7½
Sheel,	3	3½
Rajapoor, *K.* 1,000*h.*	1	7
Kaudoulee,	1	1½
Kurwunt,	2	3
Wunu, or Won	1	7
Wutool,	2	2
Iluara,	2	4
Cross Moochkoon *R.* to Wankura or Wankida,	0	7
Kooeh	2	0
Lanjeh, *K.* 200*h.*	3	1
Cross Dhooduru *R.*	2	3
Asgay or Asgu	1	2
Tulowru,	2	0
Koorchoom	1	2
Dhabola, *Rutnageery R.*	0	5
Cross Kaudlee *R*	3	1
Sakurpa	0	5
Mordu, 30*h. N. and ws*	0	4
Wanjalu, 30*h. N. and ws*	2	3
Moorapoor, 15*h. N. and ws*	1	6
Dewurook, *K.* 280*h. N. and ws.*	2	1
Sadowlee, 81*h.* 1*s. R*	2	3
Kasmee, 100*h. N. and ws*	1	5
Kurumbula, 25*h. N. and ws*	1	2
Sewnu, 59*h. N. and ws*	0	6
Teereeu, 56*h. N. and ws*	0	2
Cross *N.* to Lowulu, 44*h. R*	2	2
Waranaoree	0	3
Sungumeshwur, *K.* 280*h.* 37*s.*	2	2
Makhjoon, *about*	6	0
Amboora	1	2
Arowlee, 50*h.*	2	1
Cross Gud or Gurh *R.*	1	2
Kokru	1	3
Note.—The Gud R. may be crossed at Makhjoon, and the route pass Surran, Boormahar, and Kondeewuree.		
Cross *N.* and asc. Kokru khind, 1½*f.*	2	0
Descent 7*f.* to Palwu	2	1
Mandkee, 12*h.*	1	3
Cross Kapsee *R.*	1	2
Dhywulee	0	7
Cross *N.* to Keluora, 10*h.*	1	5
Desc. khind to Keluora	1	6
Cross Seenve *R.* to Kapserh	2	4
Paga, 25*h.* 2*s.*	3	1
Chiploon, *Jugbooree R. branch*	0	6
Note.—The river on which Chiploon is situated unites with the Jugbooree R. about 5 miles below, and falls into the sea between Daboob on the N. bank, and Anjunwell on the south. A bundur for boats of 50 or 60 khundies is at Gowindgurh or Gawulkot 2½ miles below Chiploon.		
Cross *N.* to Dhamnee	3	1
Cross *N.* and pass a pagoda to Bhoruj, 26*h. N. and ws*	4	4
Through jungle to Morowda, 30*h. N. and ws*	2	2
Bhostu, 41*h. N. and ws*	2	0
Kher, *K.* 371*h. t. and ws*	0	5
Cross *N.* to Chinchookurwarree, 20*h.*	2	0
Cross 2 *N.* to Pooroos, 20*h.*	3	6
Wakwulee, 75*h.* 2*s.*	2	0
Cross 2 *N.* to Tulsoora or Tilseer, 30*h.*	5	2
Cross *N.* to Dapoolee *cantonments*	2	7
Total miles	169	6
Note.—From Kher the road is stony and bad.		

LXXXVI.

From SAKURPA to RAEPATTAN:

Sakurpa to Kondgaon, 36*h.*	0	3
Cross Chowra *R.* to Medu or Mera, 8*h.*	1	5
Dabolu, 32*h. N. and ws*	1	4
Cross *R.* to Barooly, 8*h.*	1	2
Cross *N.* to Sepowusee, 84*h.* 4*s.*	1	2
Cross *R.* to Salpa, 18*h.*	2	5
Palow, 40*h. N. and ws*	0	6
Gownlu, 35*h.* 3*s. N. and ws*	0	3
Karlu, 34*h.* 1*s. N. and ws*	1	6
Bhabdee, 50*h.* 9*s. N. and ws*	1	4
Cross *R.* to Wagungar, 16*h. ws*	2	2

Places, &c.	Distance between. M.	F.
Whalu, 35*h*. *N. and ws*.....	1	6
Argaon, 48*h*. 13*s*. *N. and ws*...	1	3
Ringna, 80*h*. 10*s*. *N. and ws*...	2	3
Puroola, 70*h*. 4*s*. *N. and ws*...	2	3
Cross *N*. to Hural, 33*h*. 2*s*....	2	1
Cross 3 *N*. to Raepattan, 60*h*. 44*s*. *N. and ws*.....	1	5
Total miles....	26	7

LXXXVII.

VIZIADROOG, via Amboora and Boura ghat to SALWUN:

Viziadroog, 430*h*. 9*s*. *and R*.		
Gheriah, 257*h*. *t. and ws*....	1	1
Poorlu, *N. and ws*.....	4	6
A ghât, *asc*. 4*f*.....	0	6
l. 4*f*. Perla or Pudell, 164*h*. 2*s*. *ws*.....	2	1
r. 2*m*. Suondul, 28*h*. *t. and ws*.	2	6
Note.—See Suondhul, in LXXXV.		
l. 12*f*. Wagotna, 84*h*. *N. and ws*.....	1	2
Mootal, 211*h*. *N. and ws*.....	2	3
Munchee, 130*h*. 11*s*. *ts*.....	3	3
l. 2*m*. Pobhoorlee, 182*h*. 12*s*. *N. and ws*.....	1	5
r. 1*m*. Gowulu, 25*h*.....	2	1
Phunusgaon, 166*h*. *N. and ws*.	0	3
Oodeel, 32*h*. 1*s*. *N. and ws*....	2	0
l. 4*f*. Koonkaona, 62*h*. 5*s*. *ws*..	1	5
Nurgawa, 40*h*. 4*s*. *ws*.....	1	3
Khurrepatan, *K*. 223*h*. 20*s*. *R*..	1	6
Chinchowlee, 26*h*. *R. and ws*..	1	4
Teetowlee, 16*h*. 1*s*. *Soola R*...	2	4
Kalpa, 26*h*. 3*s*. *R*.....	2	0
Oomurdu, 81*h*. 7*s*. *N. and ws*..	1	0
Koosoor, 77*h*. 4*s*. *N. and ws*...	2	5
Teerwur, 91*h*. *R*.....	0	4
Cross *R*. to Boeewara, 117*h*. 14*s*.....	1	1
Bottom of Bowrah ghât.....	3	0
Asc. a cattle road to Kurundwaree, 74*h*. 23*s*. *N. and ws*..	1	4
r. 4*f*. Salusee.....	1	3
Shetwur, 18*h*. *R*.....	1	2
Pulusbee or Pulsumbu, 14*h*. *R. and ws*.....	1	6
Usulnu, 32*h*. *R*.....	0	4
Kakurool, 35*h*. *Damnee R*....	1	6
Senwur, 24*h*. *ws*.....	1	4
Mandooklee, 86*h*. *R*.....	1	5
Esrud, 21*h*. *R. and N*.....	1	5
Tesingee, *R. and N*.....	1	4
Salwun *gate*; *confluence of th. Dhaktee and Dhamnee R*...	0	4
Total miles....	58	4

Note.—Kolapoor is 6 coss distant.

LXXXVIII.

RUTNAGEERY to MULLA, or TEWRA GHAT, by Sungumeshwur:

Jhargaon, 211*h*. *tank*.....	2	2
Seergaon, 191*h*. *t. and ws*. ...	0	7
Asc. a khind of 2*f*. to Meerjoola, 80*h*. 1*s*. *R*.....	1	1
Cross Sheel *R*.	0	5
Sheel, 39*h*. *R. and ws*.....	2	2
Phunsawula, 68*h*. *N. and ws*..	2	2
Bola, 32*h*. *N. and ws. dh*.....	0	3
Vetoosee, 60*h*. *N. and ws*.....	1	0
The tomb of a Suttee, ...	3	0
Over a ghât, 3*f*. asc. to Kurmboodee, 88*h*. *N. and ws*....	1	2
Desc. 1*f*. to Oolassee, 75*h*. *N. and ws*.....	0	4
Cross *R*. to Wanree, 62*h*. *N. and ws*.....	1	3
Ambedoo, *boodrook*, 100*h*. *R. and N*.....	2	2
Kalumbay, 83*h*. *R. and ws*....	1	1
Koorndoru, 69*h*. *N. and ws*....	2	2
Cross *R*. to Wozurkhal, 40*h*...	0	5
Pass Nesluwarree, to Mabla, 41*h*.....	1	5
Waranaoru, 38*h*. 17*s*. *Peth*...	0	2

Places, &c.	Distance between. M.	F.
Sungumeshwur, *K.* 280*h* 37*s*.....	2	5
Cross *R.* to Phunsaonu, 74*h*...	0	6
Kullumbustu, 98*h*. *R*.....	1	6
Oomburee, 56*h*. *N. and ws*...	1	3
Cross *R.* to Karbatla, 23*h*. *N. and ws*.....	1	5
Teura, 35*h*. *R*.....	0	1
Teura ghât, *top, asc.* 6*f*.....	2	3
Shreengarpoor, 75*h*. *R. t*.....	0	6
Ghât commences,.....	1	4
Pachumla, 25*h*. *N. and t*.....	0	5
r. 1 *m.* Mulla, 27*h*. *R*.....	0	5
Chokee, *on Warna R. ghât ends*,.....	2	0
Total miles....	41	1

LXXXIX.

From RUTNAGEERY to MULKAPOOR, via Amba ghat:

Rutnageery to Jhargaon, 211*h*. *t*.....	2	2
r. 1 *f.* Hatkhambu, *K.* 87*h*. 7*s*. *R. and ws*.....	8	3
Churwulee, 27*h*.....	0	5
Kapurgaon, 36*h*. *R*.....	0	6
Churwulee, 27*h*.....	0	3
Pallee, 38*h*.....	2	2
Satru, 59*h*.....	0	3
Khanoo, 72*h*.....	1	2
r. 1 *f.* Naneez, 57*h*. 2*s*. *w*.....	2	1
Chorwunnu, 43*h*. *N. and ws*...	0	5
Kurinjaree,.....	2	2
Dewula, 110*h*. 40*s*.....	2	3
Kulkaree, 15*h*.....	0	6
Dabolu, 44*h*. *N. and ws*.....	1	6
Maru, 7*h*. *N*.....	1	4
Kondgaon, 87*h*. 5*s*. *R. N. and ws*.....	1	5
Sakurpa, 14*h*. 4*f*. *from the road*.....	2	4
Moorshee and Deckhunu, 8*h*. *from the road* ½ *m*.....	0	6
Bottom of the ghât.....	2	3
Top of the Ambah ghât.....	1	2
Ambah, 35*h*. 5*s*. *t. and ws*....	1	6
Tulwudu, 25*h*.....	0	7
Kerlu, 25*h*. *ws*.....	1	6
Chandolee, 30*h*. *ws*.....	1	2
Waroolu, 25*h*. *and cross Kurvee Nuddee*.....	2	3
Neela, 20*h*.....	1	5
Mulkapoor,.....	2	4
Total miles....	48	2

XC.

From KAMTA near Asheeamuth, to the top of RANGNA GHAT:

Kamta or Kamteh, 50*h*. 7*s*. *w. to the top of a ghât, asc.* 1*f*.	0	4
Descent of 1*f*. to a *N*.....	1	4
Over a ghât to Boodowlee, 127*h*. *R*,.....	1	0
Cross Thor *R.* to Muth, *boodrook*, 74*h*. *N. and ws*.....	2	1
Cross *N.* to Boodulee warree..	1	4
Cross *N.* to Koolewarree.....	1	4
Beedewarree, 131*h*. 4*s*. *N. and ws*.....	1	2
Peesakamta, 48*h*. *N. and ws*...	2	3
Cross *N.* and asc. to Wurwundee, 94*h*.....	1	1
Kulkutta, 137*h*. 25*s*. *R*.....	1	5
Asheenay, *R. and N*.....	1	3
Cross Koodalee *R.* to Wagpee, 18*h*.....	0	4
Wossargaon, 70*h*. 1*s*. *N, and ws*.	2	1
Bhordu, 99*h*. *N. and ws*.....	0	4
Amburdu, 93*h*. 1*s*.....	2	2
Pokurna, 63*h*. *N. and ws*.....	1	4
Koopa, 86*h*. *N. and ws*.....	0	4
Wurpa, 51*h*. *N. and ws*.....	1	1
Cross *R.* to Awulee, 58*h*.....	2	1
Asc. of 1*f*. to Kinkusee, 31*h*. *N and ws*.....	1	5
Heerlom, 57*h*. *N. and ws*.....	1	1
Geergaon, 22*h*. *R*.....	1	2

Places, &c.	Distance between. M.	F.
Cross *R.* to Naroor, *K.* and Pettah, 181*h.*	0	5
Cross *N.* to Rangna at the bottom of the Rangna ghât	2	1
Total miles	33	2

Note.—The egress from this ghat at the top is through an old gateway. The road leads along a ridge, which, on the left, is perfectly perpendicular from its base in the Konkan. Four miles on the right is the fort of Rangna, and on the left is the strong hill fort of Munhar, of which fable has made the god Pandoo architect. Songurh, Buddurgurh, Suato, and other hill forts belonging to the Kolapoor Rajah, are seen in the distance, also the Warree country, the Konkan, and the sea. The distance from the top to the Kusba of Pantgaon is about 5 miles.

Hunooman ghat, the next adjacent, is a cattle road, but a very bad one. Pantgaon is 4 miles from Hunmuntgurh at the top, and Banda is 4 miles from Tulkut at the bottom. There is a chokey at the foot dependent on Munhar, to collect the customs on cattle.

Ghotgay ghat, is a good road for cattle, excepting some bad places near the top, which is 5 miles from Pantgaon.

Sewgurh ghat is frequented by cattle from Kolapoor, who go to the weekly bazar at Koorlee, near the foot of the ghat. Koorlee is about 6m. from Phonda, and about 7m. over a very bad hill road to Khurool, at the bottom of the Bowra ghat.

XCI.

From KHER to DASSGAON:

Places, &c.	Distance between. M.	F.
To Chakolee, 37*h. N. and ws.*	1	5
Cross *N.* to Moordu, 76*h. N. and ws.*	1	2
Ambee, 71*h. N. and ws.*	2	4
Sewtur, 45*h. N. and ws.*	2	6
Cross *R.* and asc. a khind to Jamgu, 75*h. N. and ws.*	1	4
Descend and cross 2 *N.* to Veesapoor	2	1
Ascend to Sersaree, 11*h.*	0	2
Descend and cross *N.* to Sowulee	1	0
Cross 3 *N.* to Veenah, 44*h.*	1	1
Cross Kutwun *R.* to Walota, 61*h.*	1	2
Teerah, 76*h. R.*	1	3
Cross *R.* to Tulgurh, 36*h.*	1	2
Teerdu, 19*h.*	1	0
Koorookee, 79*h. N. and ws.*	0	5
Bulosee, 45*h. N. and ws.*	3	2
Tooreel, 140*h. N. and ts.*	1	2
Cross *R.* to Koseembee, 33*h.*	3	0
Dassgaon, *K. Saweetree R.*	0	5
Total miles	27	6

XCII.

From DASSGAON to the top of SEO GHAT:

Places, &c.	Distance between. M.	F.
From Dassgaon to the Gandaree *R.* which cross to Mhar, 955*h.*	3	6
Pass Chambarkhind, 38*h.*; cross the Saweetree to Kondwa, 22*h.*; Rajawaree, 67*h.*	2	5
Pass Kamla, 75*h.*; cross the Saweetree to Bhogaon, 16*h.*; Akulu, 10*h.*; Bhorgaon. 17*h.*; Khurdowlee, 42*h.*; and cross Kalnuddee to Bheerwaree, *K.* 375*h.*	4	5
Pass Koleej, 24*h.*; Ambaset, 36*h.*; Purwee, 36*h.*; Wakee, 14*h.*; Koomba Sewtur, 16*h.*; to a Nulla at the bottom of the ghât	11	7
Top of Seo ghât, *not passable to cattle*	1	0
Total miles	23	7

Places, &c.	Distance between	
	M.	F.
XCIII.		
From DASSGAON to NAGOTNA *or Nagotanna*:		
Wurpalee, *ws.*	3	0
Lagpalee, *ws.*	0	6
Khandpalee, *ws.*	0	6
Lingayra, *ws.*	1	0
Ropulu, *t. and ws.*	0	6
* Tullehgaon, *N. and t.*	1	1
Dalgurh	2	3
Cross Kalnuddee, to Khandar,	1	1
Cross Poodee Nuddee,	1	5
Tullora, *Godee R.*	1	5
Kodeephul, *ws.*	0	5
* Indapoor, *N. and t.*	2	4
Patenar, *N. and ws.*	1	4
Howa, *w.*	0	7
Ratwaur, 2 *ws.*	1	4
Tulolee, 1*w.*	1	7
Vorushgaon, 1*w.*	0	6
Ambehwarree,	1	3
Cross Kolar *R.*	0	7
Gowar Kolhar *R.*	1	1
Mootholee, *t. and ws.*	0	5
* Serolee, *t. and ws.*	0	5
Sookalee, hill begins	2	0
Ends, covered with forest	0	3
Yedwalee, *N. and ws.*	2	4
Cross Yeanoo Nuddee,	1	1
Patnoos	1	6
Chicknee, *Yeanoo R.*	0	5
* Nagotna, *t. and ws.*	1	2
Total miles	38	0

Places, &c.	Distance between	
	M.	F.
XCIV.		
From PANWELL to OORUN, *or Kanjinja*:		
Across the river to high water mark	6	6
Dapoolee,	1	5
Temple of Maroothee,	0	4½
A creek ½ *f.* wide, impassable at high water, to Koondwohol,	0	3½
Over Belkhind, *bad road*,	0	6
The dâk road to Woolwa, 2 *m. dist. branches off here*	0	4
l. 4 *f.* Cheerla, *dâk*	1	6
Jassy, 30*h.* 2*s. t.*	0	7
Creek, *fordable at low water*,	0	3
Along an embankment,	0	5
Muddy road to a choky,	0	5
Sonaree,	1	4
l. 2 *f.* Bendkul,	1	4
r. 1 *f.* Poonda,	1	2
Cross creek ½ *f. wide* to Oorun	3	1
A Peers Durgah,	1	6
The Bundur,	0	7
Total miles	24	7

Note.—To Koondwohol the road is good in the dry season; thence to Belkhind, stony; to Sassy passable to cattle.

Places, &c.	Distance between	
	M.	F.
XCV.		
From PANWELL to PENN:		
Bheengar, 7*h. R.*	1	6
Puluspee, 90*h.* 1*s. ws.*	1	2
Somutnee, 44*h.* 1*s. t.*	2	2
r. 2 *f.* Posree, *Enam.* 35*h.* 1*s. t.*		
Tooror-Posree, 80*h.* 1*s.*	2	5
Goolsindee, 75*h.* 1*s. dh. R.*	1	4
Along the bank of the *R.* to Aptah, *K. Angria's*	2	5

Note.—This place contains, Bramin families, 45. Purvo, 35. Mahomedans, 35. Banyans, 27. Gaolee, 45. Maratta, 175. Cooly, 65. Telee, 12. Sonar, 7. Mhar, 3. Chumar, 6.

Foot of a hill,	0	5
Over the hill to a *R.*	3	2
Khirusee, 35*h.* Dowrset, 40*h.* 1*s.*	0	5
Through a valley to Baloolee, 17*h.* 1*s.*	1	0
Branch of the Bugawuteh	0	2
Over and between low hills slightly clothed with underwood to Heerwaree, 7*h. ws.*	2	1
Turunkop, 19*h. ws.*	0	4

Places, &c.	Distance between. M.	F.
Cross the Bugawuteh by a stone bridge of 14 arches; 9 feet wide, without parapet or railway	0	6
Penn, *K.*	0	5
Total miles	21	6

Note.—This place contains Brahmin families, 171. Purvo, 41. Katarees, 64 Banyans, 26. Sonar, 24. Kusar, 34. Maratta, 63. 4 tanks.

Songeery is 9½m. from Penn, and Kurnala 2½ miles from Aptah.

XCVI.

From KALIAN to PANWELL:

Places, &c.	Distance between. M.	F.
Cross a small creek	0	7
l. 2 f. Bhaal, 15*h. t.*	3	3
Chinchoolee, 19*h. ws.*	1	6
Cross *N.* (running from Bhow Mullin's to Tullooja creek) to Ambooree, 5*h. ws*	0	7
Koomarlee, 27*h. ws.*	1	1
Wonnya, 14*h.*	3	5
Kelparah, 18*h. ws.*	1	3
Cross Kasara *R.* to Wuduss, 13*h.*	1	2
Pal, 24*h. ws.*	0	6
Pass Kulwun, to Panwell *Bungalo*	4	4
Total miles	19	4

Note.—Cart road in dry weather, open country, partially cultivated; brab, mango, and other trees in abundance.

XCVII.

From KALIAN to SEEDGURH and GORUCKGURH:

Places, &c.	Distance between. M.	F.
Kalian to Sair	2	0
Cross Oolasa *R.* to Titwalla	7	7
Muskul	1	7
Bhompsah	1	5
Khulnee	1	3
Cross *N.* to Potgaon	3	1
Cross Moorbar *N.* to Kesoor	1	4
Again to Moorbar	3	4
Enter jungle	1	1
Seroolee	1	6
Cross *N.* to Rawan	2	5
Khudoolee	0	7
Bundoolee, *on a rising ground*	2	3
Maroolee, *K.*	1	3
Total miles	33	0

Note.—From this place Seedgurh is distant 1½m. and Goruckgurh 2m. The first part of this route may be shortened 3 miles by pursuing a direct road through the jungle to Moorbar.

XCVIII.

From KALIAN to BOPUTGURH:

Places, &c.	Distance between. M.	F.
* To Titwalla	9	7
Cross the Kalloo *R.*	0	3
Ootnah	1	1
Through thin jungle	3	6
Cross *N.* to Kooslah	0	7
Pass Yeersair and a Parah to the Batsee	1	2
Cross the Batsee, 2 *branches*	0	4
Kuttowlee	0	7
Through jungle and over hill to Kolum *N.* which cross	1	5
Parah of Assungaon	1	3
A steep asc. and desc. through jungle, *road rocky and bad*	1	0
Over a plain to a hamlet	0	7
Through a gurhee	0	5
Durbar at Mhowleeka warra	0	4

Note.—From the foot of the hill to the fort gate of Mhowlee is 1¼m. by a difficult path.

Places, &c.	Distance between. M.	F.
Cross *N.* and through the Gurhee	0	4
Jungle and patches of cultivation to Karrahdah	1	1
Cross Kallamoor *N.*	0	5
Cross *N.* to Cheempara	0	6

Places, &c.	Distance between. M.	F.
Through jungle to a *N.*	0.	7
Phoonder,	1	1
Cross *N.* to Audgaon	0	6
Sackrolee,	1	4
Over hills, patches of cultivation and jungle, to Nandgaon	1	1
The same to Rohuda,	1	6
Hills and jungle to Khandgaon	0	7
The same to Taunsa *R.* which cross.	1	5
Wuweegurh, and Mohilu,	0	6
Augghye,	0	7
Through cultivation and jungle and over 8 *N.* to Mojy,	6	1
Teelsah and cross the Vyterna *R.*	1	3
Buliulee,	0	4
Jungle, hills, and open country to Maundwah,	2	7
Cross *R.* to Gargaon	1	1
Pinjal, in a bamboo jungle,	2	7
Cross Pinjar *R.* four times to Erackusee,	4	0
Do. sixth time to Wurroolee,	4	0
Cross the seventh time to Boputgurh,	2	5
Total miles	64	3

Note.—Boputgurh is on the southern frontier of the Jowaur Rajah's districts, and on the high road to Trimbuck.

XCIX.

From KALIAN to RAJ MAUCHEE:

Places, &c.	Distance between. M.	F.
Kalian to Nerul, *vide* X.	20	1
Enter a ghât	0	6
End of the ghât	0	7
Mandwah and cross *N.*	0	6
Dicksall	2	2
Cross the Oolass to Beerah	1	3
Poseree,	1	2
Dhynwullee, *mota, K.*	1	6
Seersaer, *midst hills on Oolass R.*	1	3
Tamnaut and Newalee, *Oolassa*	0	7
Cross the Oolassa *R.*	1	3
Cross 3 *N.* to Khursundee,	1	7
Through the ghât which is passable, but difficult for laden cattle, to Raj Mauchee	4	0
Total miles	38	5

C.

From BELLAPOOR to PERSEIK, along the bank of Tannah Kharee:

Places, &c.	Distance between. M.	F.
From Bellapoor, 75*h.* *to* Seerwun, 44*h.*	3	3
Over a creek to Sanpara, 30*h.*	0	4
Trooma, 54*h.* 1*s.*	0	4
Pouna, 16*h.* Kopurlee, 12*h.* *ws.*	1	3
Cross a creek to Kheelna, and Bounkowra, 75*h.*	0	6
Gatowlee, 36*h.* 1*s.* *ws.*	3	0
Rabera, 40*h.* 1*s.* *ws.*	0	3
Gholam Allee's warree	2	3
Perseik Fort,	1	7
Total miles	14	1

Note.—Road for the most part through batty ground, or along embankments. Hills about ½ mile dist.

Note.—Here the remains of a Portuguese church are used to store Kurby in. This place does not appear to be more than 6 or 8 miles from Kalian, through a pass in the hill, which is a good horse road. Embarking therefore at Bombay the journey to Kalian might be accomplished in 7 or 8 hours.

CI.

From MHOW to NEEMUCH, via Katchrode and Mundisoor:

Places, &c.	Distance between. M.	F.
From Mhow (village) across *N.* to Setkundee, 20*h.*	1	3
r. 6*f.* Burgoodah, 15*h.* *Gumbheer R.*	3	1

Places, &c.	Distance between	
	M.	F.
Cross *N.* to Camp, near Dinnairoo or Duneer, *50h.*	1	2
Kolam, *50h. t. and ws.*	1	6
Machole, *50h. ws.*	1	6
Note.—Here the road runs to Baitma, Holkar's, dist. 5 m. 6 f.		
l. 4 *f.* Nulleree, *50h. N. and ws.*	1	5
l. 1 *f.* Cross *N.* to Laree, *25h.*	1	3
Rellah, *50h. ws.*	1	3
Gowla, *40h. ts. (dák.)*	2	3
* Pass four large tanks to Newuree, *100h.*	3	4
Road to Oujein branches off	1	2
Cross *N.* to Pepulenda, *50h.*	0	3
Cross *N.* to Muroolee, *100h. ws.*	2	1½
r. 8 *f.* Large tank commences,	1	2
r. 4 *f.* Tank ends	1	0
Deypauloo, or Deypalpoor, *Holkar's*, 1,500*h. good bazar, t. and ws.*	1	0
Santeir, *50h. r. b. Chumbul R.*	¼	2
* Cross the Chumbul, *good through stony ford*	0	3½
Assowda, *Sindhia's*, 120*h. 4s. ws.*	5	2½
r. 4 *f.* Oomoria, 60*h. ws.*	2	4½
* Nolye, P. or Burnuggur, *Sindhia's*, 1,000*h. Chumbul R*	3	7
Cross *N.* to a Musjeed and *w.*	1	1
r. 2 *f.* Cross *N.* to Jandillat, 50*h. Chumbul R.*	3	1
Cross *N.* to Byroo Putchlana, *Sindhia's*, 50*h. 5s.*	4	1
Cross *N.* to Rowtea, *50h.*	2	7
Cross *N.* to Kursode, *(dák)* 500*h.*	3	0
Narreilla, *des. ws.*	2	0
* *l.* 4 *f.* Wondee, 100*h. N. and ws.*	0	3
Banderbulla, *Sindhia's*, 50*h. N. and ws.*	1	4
Karakheiree, 20*h. N. and ws.*	1	2
l. 1½ *f.* Cross *N.* to Powassah, 50*h.*	0	4
Cross *N.* to Nungeassee, 200*h.*	1	1
Cross *N.* to Nemaree, 100*h*	0	5
r. 3 *f.* Chundwanoo, 200*h.*	1	2
Cross *N.* to Laterea, 80*h. ws.*	2	2
Serola, 100*h. t. and ws.*	0	5
l. 3 *f.* Tunborado, 100*h. ws.*	2	4
* Katchrode, P. *Sindhia's*, 10,000*h. t. ws. large bazar.*	2	0
Goorawun,	2	4
Phurakeiree,	3	4
Cross a *N.* near Barojah, *Ghufoor Khan's, l. v. supplies abundant*	4	1
Rajakeiree,	2	0
* Jowrah, *capital of the Nuwab Ghufoor Khan*	4	6
Note.—The road is generally good the whole way, excepting a few miles after leaving Nollye or Nolye, and a short distance on each side of the Mulleree river at Jowrah. Supplies and water abundant.		
l. 3¼ *f.* Beemakeiree, 20*h. N.*	0	4½
Arneea, 12*h. ws.*	2	2
Bagakeiree, 20*h. ws*	0	6
Reechea, 60*h. N.*	2	4
Purwallee, 20*h. N. and ws.*	1	0
* Dhodur or Dodkur, *Sindhia's*, 100*h. a few shops, ws. Pingrol R.*	2	7
Note.—A broken undulating plain, with little cultivation till near Dhodur: forage abundant.		
Peeplia, 105*h. N. and ws.*	2	6
Kuchnara, and Nugree,	2	2
Ackeea,	2	6
Luckmakeiree, 30*h. ws.*	1	4
* Dullowda, *Sindhia's*, 105*h. 5s. ws.*	2	5
Roojea, or Raja, 80*h. ws. Somelee R.*	3	5
r. 2 *f.* Sonegeree, 50*h. N.*	1	0
Kulcheepoora, 500*h. t. and ws.*	3	2
* Cross *R.* to Mundisoor, 3,000*h*	1	7
Note.—Mundisoor, a large stone walled town, head of a district belonging to Sindhia, is situated for the		

Places, &c.	Distance between. M.	F.
most part on an island in the Seevun or Sew river. It has a well supplied bazar, and forage is plentiful. The road from Jowrah is excellent, over a level, open, and cultivated country.		
Pass a *t.* and Bowree to Banca Keiree, *des.*	3	0
r. 3½ *f.* Guradea, 100*h. ws.*	1	4
Padlea, 15*h. ws.*	1	3
Turode, 50*h. ws.*	1	1
* Perpliah, 20*h. ws.*	3	7
Burkeiree, 50*h. ws.*	2	3
Ootaree, 50*h. ws.*	1	7
Mulhargurh, P. *Ghufoor Khan's, good bazar, ws.*	1	6
Moorlee, 15*h. ws.*	2	0
* Cross Ritma *R.* to Chuldoo.	2	4
A Temple near Kuchorolee.	3	4
Hingorea, 12*h. ws.*	2	2
Burkeira, 8*h. ws.*	1	2
r. 5½ *f.* Soolkaira, 100*h. ws.*	1	6
Cross Budkeat, *N.* to Neemuch	2	1
* *Enter Cantonments.*	0	5
Total miles	154	4½

CII.

From MHOW to BHOPALPOOR, via Indore and Oujein:

Places, &c.	Distance between. M.	F.
From Cantonments.		
l. 6*f.* Mhow, 50*h. bazar, Ghumbeer R.*	0	2
l. ½ *f.* Seeadah	1	2
Pass Herneakeiree and cross *N.*	1	0
Mullar Peepleed, 10*h. N. and ws.*	0	6
l. ½ *f.* Pewra, 50*h. ws.*	1	7
Raow, 100*h. ws.*	1	7
r. 2*f.* Beejulpoor, 400*h. N.*	2	2
Cross Kand *R.*	1	6
* Indore, *Holkar's, (dák) N. b. Ghumbeer R.*	1	4
Note.—The British Residency, &c. about one mile, N. E. of the city.		
Pass Khanakhera to Nurmull, 30*h.*	2	2
Purrasilla, 20*h. ws.*	1	3
Inganodea, 30*h. ws.*	4	2
Barodea, 20*h. ws.*	0	5
* *r.* 2*f.* Solesinda, *Holkar's, 100h. ws.*	1	7
r. 4*f.* Kurjoda, 20*h. ws.*	2	0
r. 2*f.* Sirrana, 20*h. N.*	1	6
r. 2*f.* Kutchlana, 40*h. ws.*	0	6
l. 8*f.* Koranna, 100*h. Kand R.*	1	0
l. 4*f.* Munnorkhera, 20*h. N.*	0	4
Samware, 500*h. small bazar.*	1	3
Cross Kand *R.*	0	2
* Peeplee, *Sindhia's*, 20*h. Kaan R.*	5	7
r. 4*f.* Sumulpoor	3	3
r. 1*f.* Kurreakheree, 20*h. Sepra R.*	2	7
Nanakhera, 20*h. N. and ws.*	2	6
* Oujein	1	1
Cross Seepra *R.*	1	4
Road in bed of ditto, and cross end of city	1	3
r. 1*f. A tank begins and extends 5f.*	0	7
l. 2*f.* Pundeakeiree and Limwassa, 30*h.*	0	5
r. 2*f.* Kurroomettiah, 30*h. ws.*	2	1
r. 2*f.* Cross a *N.* to Ursidun, 50*h. N.*	2	0
* Tajpoor, 400*h. bazars, ws. mango groves*	3	0
l. 4*f.* Seithoolee, 40*h. ws.*	3	4
r. 1*f.* Toomunee, 25*h. and Oondanee*, 70*h.*	1	2
Cross a *N.*	1	3
r. 1*f.* Dewassoo, 50*h. N.*	0	5
Peechaldo and Pokee, *both des.*	1	1
r. 4*f.* Sewoodia, 70*h. N.*	1	2
Cross the Kalee Sind *R.*	0	3
* *r.* 2*f.* Turano town and gurhee, 3,000*h. ws.*	2	0
Shahjehanpoor, *Sindhia's camp, l. b. Teelur R.*	14	0
Note.—Pass five villages, road good the first 6m.; rough and stony the next 6 miles.		

Places, &c.	Distance between. M. F.
To Sarungpoor or Shreerungpoor, *Puar's of Dewas, r. b. Kalisind R.*	15 3
Note.—Pass V. Mujeeneea, Soneyra, Punwaree, and cross 6 N. road good, except at the last N. which is difficult for carts to cross, supplies and water abundant.	
To Dhamunda, *Raja of Nursinggurh, 3s.*	12 4
Note.—Pass V. Borakheree, Golata, and cross the Kai and Kalisind rivers, and 4 N. over one of which near Golata is a fascine bridge, renewed annually by the zemindars; road good.	
To Bhopaulpoor	15 4
Note.—Pass 6 villages, including Kujnere, K. which affords supplies, cross 6 N. and the Newuj R. which is the only bad part of the road.	
Total miles	126 7

CIII.

From MHOW to SAUGUR or Saugor:

Places, &c.	Distance between. M. F.
* To Telore, *l. v. Holkar's, N. and ws.*	14 4
Note.—At 8m. pass Duttoda; at 12m. 3f. Peeplia, the Ghumbeer R. and 7 N. cross the road. Road good in the dry season, but nearly impassable in the rains, from the miry nature of the soil, particularly near Nullahs.	
* To Ackberpoor, *Dewas State, 6s. N. and ws.*	14 0
Note.—Pass at 2m. 4f. Koorcea: at 3m. 5f. Mondla or Morilla; at 5m. 4f. Soonwah; at 11m. 4f. Bowlee; at 12m. 6f. Phulee, and at 14m. 3f. Gailee; the Sepra R. and 6 N. cross the road. Road as yesterday.	
* To Peeplia, (Hatlia) *Sindhia's,*	11 3
Note.—At 2m. 1f. Ragooghur, K.; at 6m. 7f. Kurnawud, ford the Scendula and Bamora R. and 4 N. Road good the whole way, supplies and water in abundance.	
* To Tuppa, K. *Sindhia's and Roop Sing's, N.*	16 1
Note.—At 4m. 6f. Balonlee; at 7m. 5f. Kamjur; at 9m. 7f. Kowria; ford the Kalisind R. and 10 N. Road good.	
* To Gajria, *Nuwab of Bhopal's, N.*	11 1
Note.—At 1m. 2f. Boassut; ascend a ghat of 10f. to Chota Doorana; ford the Mow or Mhow R. and 8 N. two of the N. which intersect the road in this march present considerable impediments to wheel carriages and laden cattle, for some time after the rains. With these exceptions the road is good, only 2 shops in Gajria, supplies therefore should be carried on from Tuppa or Ashta, according to the direction of the march.	
* To Ashta, *Bhopal's, supplies plenty*	9 5
Note.—At 2m. 6f. Bandareea; at 4m. 6f. Burkhera; at 6m. 2f. Aroleea-Puroleea; at 7m. 2f. ford Parbutty R. Road good but crossed by 7 N.	
* To Umlar, *K. Bhopal's, ws.*	13 2
Note.—At 5m. Bydakheree; at 7m. Koteree; at 9m. 7f. Loosoocea; cross a R. by a fascine bridge, and ford 4 N. road tolerably good the whole way, supplies for a battalion or large detachment should be carried on from Ashta or Sehore according to the direction of the march.	
To Sehore, *Bhopal's camp, E. of the town*	13 0
Note.—At 2m. 6f. ford the Ajna R. at 3m. Kokree; at 5m. 7f. Jeelakheree; at 8m. Goorbailee, road good.	
* To Kalakheiree, *Bhopal's, 2s. N. and ws.*	13 2
Note.—Pass Chota Thoona and Deeoree; ford the Parua R. and 8 N. road good, and supplies from surrounding villages.	
* To Goonga, *2s. ws.*	12 4
Note.—At 3m. 6f. is Moongaleea; at 6m 6f. Bigooncea; at 10m. 4f. Kothar; 9 N. cross the road, and at some of them the road is very muddy after rain.	
* To Powanala, *Sindhia's, N.*	13 6
Note.—At 3m. 4f. Rutwee-Bandekheree; at 6m. 6f. Peepreea; at 8m. 4f. Hindola; at 11m. 3f. Keijra. The Bagree R. and 6 N. cross the road which is very good.	

Places, &c.	Distance between. M. F.
Cross Bys-Betwa *R.* to Bhilsa, *town and fort, Sindhia's*...	18 6
Note.—The new road in this march leaves the town of Khamkhera at 7m. on the east, and runs direct to Bagree, 15m. 4f. ; road good.	
* To Kurree, *Siew R.*.....	11 1
Note.—The villages of Meerjapoor, Purrirat, Narat, and Hunnye, on the road, which is crossed by the Sew and Newaun R. and 3 N.	
* To Gharispoor, *supplies and water abundant*.....	12 4
Note.—Road good, Patunee, Mureepoor, Allareeka-keyra, a good halting place, and Monora are passed, and 8 N. crossed.	
* To Bagrode, *K. N. t. and ws.*	9 4
Note.—Pass Dhurrumpoor and ford 10 N. road good, but a more direct one over hills is only 7¾ miles.	
* To the *w. b.* of Bheena *R.* near Raatgurh.....	13 0
Note.—The Babra R. and 15 N. cross the road, and Erin and Bahadurpoor are passed.	
* To Sehora, *Company's, 4s. ws.*	12 2
Note.—Pass chokee, Murdanpoor, and Gumereea, also ford Dussaun R. and 9 N. road good.	
* To Saugur *Cantonments*..	13 0
Total miles....	231 5
Note.—Pass Boplace and Rutonda, and ford seven N. several of which are miry after rain and difficult to pass.	
The Nuwab of Bhopal's territory is entered 1¼ miles east of Bhoosut, and left at Powanalla, which belongs to Sindhia. Sindhia's territory then continues to Sehora, which belongs to the Honorable Company. The British Political Agent in these territories resides at Sehore.	

CIV.

From MHOW to BHOPAL :

9th Stage.—The road to Bhopal strikes off at Sehore, and proceeds through Thoona...	5 0
To Punda, *l. v*.....	10 2
Hence by Kujooria and Behnta to Bhopal Gate is.....	13 5
Total miles....	28 7

CV.

From MHOW to HOOSINGABAD via Sehore :

To Sehore, *vide* CIII.....	102 0
To Shikarpoor, *Nuwab of Bhopal, ws*.....	11 6
Note.—The road a good hackery tract passing Ekana, Burnuggur and Bowleea. Damel R. and 3 N. cross the road.	
To Dabree, *supplies from Peepulthon*.....	12 6
Note.—Pass Semala, Gazekhera, and Kanereea. Patara and Koolar R. also 3 N. cross the road, which is tolerably good.	
To Bhelai, *Umur R*.....	6 1
Note.—Descend the Dabree ghat, which is a good cart road.	
To Chikaldi, *K. Koolar R*.....	10 0
Note.—Pass Mangroul, Ruttonpoor, and Nahurkheree ; road very rugged and crossed by 3 N.	
To Ruttonpoor, *ws. supplies from Chikaldi*.....	9 6
Note.—Pass Boordee, Burkool, and Doongrea, road rugged and crossed by 4 N.	
To Boodenee, *opposite to Hoosingabad, Nerbudda R. no supplies*.....	11 6
Note.—Road a good hackery track winding in thick jungle, crossed by 8 N.	
To Hoosingabad, *Company's*...	6 0
Total miles....	170 0
Note.—The Nerbudda is fordable at Goondry ghat, a little above cantonments.	

CVI.

From MHOW to HOOSINGABAD :

To Peeplia, *vide* CIII.....	39 7

Places, &c.	Distance between. M.	F.
Belowlee, *chota, Kalasind R. l.v.*	4	6
Sangmee	2	0
* Oonchode, *K.*	1	6
Keyrakal	2	2
Duntalow, *t.*	1	6
Dhuntalow ghât, *easy descent, road practicable for carriages*	0	5
* Beejwar, 30*h.* s.	4	4
Guard choky	3	5
Bhaghakera, *l. v.*	4	5
* Kunnode, *K. Residency of Holkar's, Aumil of Nimawur-Punjmahl.*	3	3
Nirwassa	3	5
Chunwana, *l. v. N.*	5	0
Sunoda, *N.*	2	6
* Tewria, 200*h. s. N.*	2	5
Jeeagong	3	6
Dewla	2	4
Buchkal	1	4
* Gopalpoor, *K.* 250*h. bazar, N.*	3	4
Eetah	2	6
Burnuggur	3	1
Gilaree, *Seep R.*	1	0
Chorassa	2	3
Bhyronda, 100*h. s. N.*	3	0
* Ralla, 150*h.* s. *N.*	2	6
Nundgaon, *Ummeer R.*	1	6
Nipania	2	7
Burree Chicholye, *Koolar R.*	1	5
Dummunda	3	0
* Rehetay, *K.* 300*h.* s. *N.*	1	3
Bhya	1	6
Soogonia	0	5
Ruttunpoor, *s. v.*	5	1
* Cross *N.* good encamping ground	0	6
Cross 2 *N.* to Boodeeny, *Nurbudda*	11	0
Total miles	139	2

Note.—The whole of Sir Thomas Hislop's artillery ascended the Dhuntalow ghat.

Places, &c.	Distance between. M.	F.
CVII.		
From MHOW to PERTAUBGURH:		
To Mundissoor, *vide* CI	121	5½
Malliakairee, 15*h. R.*	4	4
Atcharoo, 100*h. bazar, R.*	1	6
Rajpooree, 40*h. N.*	1	0
Kohanee, 35*h. N.*	1	3
Muslanee, 7*h. N.*	0	6
Hutonea, 40*h. ws.*	1	4
Mohunpoora and Ootarsee, 60*h.*	2	5
Bossair, 100*h.*	4	0
Pertaubgurh, *Deolah*	3	1
Total miles	142	2½

Note.—The Rajah is a tributary to the British Government.

CVIII.

From MHOW to AGRA: (*Stages.*)

From Mhow to Oogein camp, E. of city, *vide* CII	46	4
Nuzurpoor, *Sindhia's, ws. supplies from Gutteeah,* 2½*m. N.*	12	5
Dubla, *Holkar's, N. and ws. supplies*	11	3
Tunoreah, or Tundoreeah, *K. Zalim Sing's, ws. chota Kallisind R.*	7	6
Aggur, *Sindhia's, N. side of a fine lake*	10	0
Raoke, *burra, Sindhia's, no supplies*	11	7
Soosneer, *Zalim Sing's, Kuntallee R.*	6	5
Putpoora, *Zalim Sing's, N. and ws. no supplies, Kuntallee R.*	8	5
Perawah, *Ameer Khan's, Chumlee R. supplies abundant*	7	4
Himra, *Holkar's, ws. scarcity of supplies*	6	6
N. b. of Ahoo *R.* Akodeeo ghât, *supplies from Soonail, dist. 3m*	11	1

Places, &c.	Distance between. M.	F.
Joolmee, *K. N. and ws. Reewah R.*	12	7
Muckundra, properly Muckan Dhura, *Amjeer R.*	15	6
Note.—This place stands in a valley about a mile in breadth, the entrance to the N. and S. defended by a stone wall and gate. This is the only pass within many miles through a ridge of mountains which separates Malwa from Harowtee. The approach to the valley or *pass* from the S. is through a thick jungle, in which the Amjeer R. and 4 N. are crossed. The pass extends 2½ miles, and for 2½ miles further the road leads through thin jungle and over ledges of rock thinly covered with a light reddish soil. Kotah is 28 miles S. S. E.		
Murauna, *K. ws.*	12	7
Mowassa, *K. road as yesterday*	10	2
Deegode, *supplies abundant*	13	7
Notara	10	6
Burana, *l. b. Chumbul R.*	13	3
Papuree ghât, *l. b. Maize R.*	11	6
l. b. Tuldonee *R.* near Moee, 2 *m. E.* of Indurgurh	9	3
Pancholas,	9	1
Allumpoor, *Goombheer R. road good, supplies scarce*	12	6
Seelu, *s. v. Goombheer R.*	10	5
Doonger Mularna, *Bunass R. supplies abundant*	11	0
Meenapora, *no supplies*	12	4
Koosialgurh,	9	0
Sarolee, *ws. t. supplies abundant*	9	7
Kutgurh, 40*s. but no supplies*	9	6
Hindown, *supplies abundant*	8	3
Sirote, *Arinee R. supplies abundant*	8	5
Biana, *Bhurtpoor Rajah's, Goombheer R. supplies abundant.*	11	7
Rudawul, *Bhurtpoor Rajah's.*	9	1
Khanna, *K. Ditto, Bangunga R.*	9	5
Futtypore, (*Sickree*) *supplies abundant*	9	4
Kurakoor	12	4
Agra	9	5
Total miles	415	4

Note.—In this route the intermediate villages and Nullahs are omitted, and the Rivers mentioned are those that cross the road between one stage and the next.

CIX.

SURAT to MALLIGAON :

(Stages to Songhur.)

Koombarry or Koombarria, *N and ws.*	5	5
* Dustaum	10	3
* Bardoly, *Mudecagnee R.*	7	3
* Bajeepoora, *Mudecagnee R.*	12	3
* Bearra, *ghât, 6f. in length.*	8	5
* Songheer or Songhur, *fort and town*	12	3
Note.—Open country, good road, and supplies abundant.		
* Cross *N.* and through a khind of *6f.*	3	2
* Jungle to Annundpoora, *des.*	3	1
Through thick jungle, in which cross five *N.* and Rungawel *R.* to * Nowapoora, 189*h. and dh.*	9	4
Open country to Ryegaon *R.*	3	1
Jungle to Sindee *N.*	6	2
* Eesarbarree, 66*h. Beechum R*	2	0
Note.—From Songhur to Eesarbarree is a good cart road, generally through jungle in which are occasional patches of cultivation. From Eesarbarree the road branches off on the left to Nundoorbar, and on the right is the direct road to Malligaon; the former is through an open country, the latter through a jungle infested by tigers. This road might be made safe and passable at little expence.		
Serraw, *l. v. Tegha Khan's, N.*	6	½
Asc. Kandybarree, 2*f. length*	5	7
Note.—Kandybarree or Koondybarree is passable by all carriages. The road is in some places broken and rough, but the ascent is altogether		

Places, &c.	Distance between. M. F.
easy till near the top, where it is a little steep. Additional draught cattle may be hired for carts at the neighbouring villages. The ghât is through thick jungle, as well as the approach to it below, but at the top the country is open and cultivated.	
Dyhul, *l. b. of Kaun R.*.....	3 7½
Bindegaon or Bondigaon, *Kaun R*.....	1 7½
Gorda, *Kaun R*.....	2 2½
* Malpoor, and cross Paunzar *R.* to Kassara, 213*h.* 1*s*.....	7 1
Narsa.....	4 7
* Ettaye, 29*h. ws*.....	2 6
Rowulbarree, *asc.* ½*f*.....	2 ½
Note.—Rowulbarree is stated by some to be impassable for carts and a very bad ghat, while others represent it as the reverse.	
Rowlgaon, *N.*	0 7
Mahar, 73*h*.....	1 0
* Kuzana or Kasara.....	5 0
Pooana, 33*h*.....	1 0
Jygaon.....	1 0
Bulneirah or Bannera.....	3 0
* Wurreel.....	4 4
Kashty-Dabby.....	2 2
Bygaon.....	2 0
* *Head Quarter lines in Camp, near* Malligaon.....	1 4
Total miles....	142 7½
Note.—These four last places are on the Moosum river.	

CX.

SURAT to MHOW:

To Eesarbarree, *vide* CIX....	83 7
Jungle to Sapoon *R*.....	2 4
l. 6*f.* Keerkee.....	3 4
Hill and jungle to Moortumee *R.* which cross to Badore, *K.* 60*h. Mehsoo R*.....	7 4
Cr. *R.* to Dehkood, 30*h. Holkar's*.....	5 2
Kamgaon, *and cr. a R. which runs to the Taptee through Koorbaree*.....	1 5
Through a valley 4*f.*: an asc 6*f.*: rocky ground 3*f.*: desc. Keysabarree 2*f.*:	1 7
Nundoorbar, 500*h*.....	1 2
Note.—This town is two miles within the walls, it is now nearly in ruins, containing only about 500 houses. The tomb of Siyud Sa,adut Peer, frequented by pilgrims of all sorts, stands on an insulated hill close west of the town.	
Through Wurrood and Sindgawhan to Kopreil, *K. l. b. Tappee R.*.....	15 6
Saurungapoor or Saurunkeira, *Tappee R*.....	7 3
Toorkeira, 200*h. Tappee R*....	9 1
Note.—This is a neat little town built of brick. The ferry boat is large and capable of carrying over 200 persons.	
From Nundoorbar to this place, my papers give me but little information. I believe, however, I may call it a good cart road. It is the route I should prefer in travelling from Surat to Mhow.	
Leaving Toorkeira, cr. the Tappee: Runjana, *s. v. at*.....	3 0
Amulta, *s. v*.....	4 7
Cr. Tappee *R.* to Tekwarra and Burwarra.....	1 0
Bugwarra, 300*h*.....	6 6
Seerpoor, *K*.....	2 5
Kooroond or Kurrown, *Anwawuttee R. at*.....	4 0
To Mhow, *vide* LII.....	12 3
Total miles....	274 2

CXI.

SURAT to BOORHANPOOR, via Songheer:

To Seerpoor, *vide* CX.....	157 7
Arrah, *des*.....	3 6
* Mosque near Thalneir, *K. and fort*.....	4 4
Manjrol, *s. v. Tappee R*.....	3 4
Cr. Tappie *R.* to Nim.....	1 0

Places, &c.	Distance between. M.	F.
* Kullumsir, *l. v.*	3	5
Daungree, *K. mosque and ts.*	4	0
Cross Boree *R.*	0	4
* Jellod, *l. v. Tappee R.*	6	1
Moonkoa, *s. v. Tappee*	5	4
Cr. the Tappee to Neembgaon.	0	7
Yella and Kutwarra, *both des.*	5	2
* Chopra, *K.*	3	0
Note.—This pergunnah, containing only 14 villages, yielded a revenue of three lacks of rupees under Nana Furnavees's administration.		
Pass Borkaira, *des. and cr. Gool R.*	3	0
A Serai called Moghulabaug.	4	6
* Arrawud, *K. of 12 villages,*	1	2
Note.—At the deserted village Anapdevé, 2 coss off, is a hot spring which the hand cannot bear.		
Cr. *N.* to Lonee	2	0
At 1*m.* is Punchuk; at 3*m.* 1*f.* Dunora; at 5*m.* 1*f.* Cheecholee; at 7*m.* 1*f.* Hinghoom; and Geergaon is at	8	6
Note.—The hill fort of Phanalghur, now in ruins, on the Sautpoora mountains is S. 56 E. from Geergaon. It commands the pass called Koorin ghat leading to Beekungaon.		
Saunklee, *l. v. Banuck R.*	3	3
Cr. Banuck *R.* near Beawul, *which is head of a perg. of 184 villages*	4	7
Pass Attrawul *at* 2½*m.*; Moongusdevè, *at* 3½*m.*; Ballod, 200*h.* *at* 4½*m*; a Bowree, *at* 6½*m.*; Amoda, *at* 8½*m.*; Cr. Donee *R.* to Peeprana, *des. at*	10	5
Sowda, *head of a perg. of* 40 *villages*	1	6
To Boorhanpoor, *vide* XLVII.	25	6
Total miles	265	5

Places, &c.	Distance between. M.	F.
The route to KOOKURMOONDA, RAUNEEPOORA, *and* DHERGAON, *from* NUNDOORBAR *is as follows:*		
From Nundoorbar to *Nulwa and cr. Nitautgunga*	3	0
Cr. *R.* to Bhowaulo	3	1
Jungle to Doolwud, *s. v.*	2	0
Jungle to Yowur, *s. v.*	0	6
Bheeldah, *in ruins*	2	1
Cr. Tappee *R.* Kookurmoondah	2	0
Note.—The Tappee here in May is knee deep and 150 yards wide, but ¼ mile wide in the rains. The town is surrounded by a hedge, and the ghurry within is in ruins.		
An open and cultivated country to Sheerumtee	3	1
Tellowdah, *large jageer vill.*	4	3
Open country to Sewunambda.	2	2
Rajunnee	2	2
Rauneepoora, 150*h.*	3	1
Total miles	28	1
Note.—The Bowaka ghat through the Sautpoora range is dist. 5 coss N. 22 W. It is barely passable to cattle. In 1809 Bungis Khan went through this pass accompanied by 400 dismounted horse, and was taken at Dhergaon by the Rajah Bhick Sing, who delivered him to the English: the latter was afterwards killed by the Bheels. The Chaursaylee ghat 3 or 4 miles west is equally difficult, but it is occasionally ascended by bullocks. Another ghat N. 35 E. and distant 5 coss from Rauneepoora, is as difficult of access as the two former. There are no passes westward of these into the Atavee see.		
The route to SOOLTANPOOR *from* NUNDOORBAR *is as follows:*		
Cr. Tappee *R.* to Purkassa, *estimated from Nundoorbar*	12	0
Cr. Gomee *R.* to Doimunkeira.	2	7

Places, &c.	Distance between. M. F.
Pass Neembola and Mudderud, and cr. *R.* to Syedah, *a town nearly in ruins*	5 0
Note.—Road from Purkaussa good for carts, and tolerably free from jungle.	
Cr. Gomee *R.* to Malawna, *des*	1 3
Soonkeira, *l. v.*	1 0
Thick jungle to Godépoor, *des.*	4 1
Ruins of the city of Sooltanpoor	0 7
Total miles	27 2

Note.—The remains of the walls, towers, and buildings exhibit marks of what was a handsome town so late as the year of the famine in 1803, when the whole country north of the Tappee was depopulated. The fort of Ramgurh is north about 12 miles distant, and the Sookuldewul pass to the east of it, is passable to horsemen.

CXII.

SURAT TO BAROCHE AND BARODA:

Cr. the Tappee to Veriow	0 4
Segwa, (*dák*)	3 7
Sawaun, *s. v.* (*dák*) *t.*	3 3
Korellee or Keirlee, *s. v.*	2 7
Kym or Kuthodura, *l. v. large dh.* (*dák*)	4 1
Cr. Kym *R.*	1 0
Note.—This river is fordable at all times except during heavy rain, when people cross upon charpaces.	
Pannolee or Panowlee, *s. v.* (*dák*) *t.*	7 7
Oclaseer or Unklesir, *K. t*	8 2
Nerbudda *R.*	3 6
Cr. to Baroche, *about*	1 4
Note.—A boat is always in waiting to cross the dak.	
Sawut, *l. v.*	3 5
Pagoothun, *s. v. t. and ws.* (*dák*)	1 5
Sithpan or Sidpun, *l. v. t.*	5 2
Tunkaria, *l. v. t. and ws.* (*dák*)	2 3
Meshrar, *s. v.*	3 1
Eekhur, *l. v. t.* (*dák*)	2 2
Damunda or Damunja	3 5
Meahgaon, *belongs to a principal Grassiah chief, t. and ws.* (*dák*)	3 6
Unnustoo or Annaut	5 0
Cr. *R.* to Eetola, *l. v.*	5 1
Wursala, *s. v.*	3 6
Jumbooa or Jumboow, *s. v. N.*	3 6
Mukunpoor, *l. v.*	2 1
Cantonments near Baroda	6 3
Total miles	88 7

Note.—Troops generally cross the Tappee at Wurach,ha, which is situated on both banks of the river 5 miles east from Surat. I am very doubtful as to the distances upon this route.

CXIII.

BAROCHE TO KAIRA, VIA JUMBOOSEER:

To Kelode	11 2
Nyar	9 4
Jumbooseer	8 4
Surrode, *s. b. of the Muhee*	9 6
Which cross to Kurrodee	7 4
Veersud	8 4
Veersol	9 2
Howaul	9 7
Kaira	8 0
Total miles	82 1

CXIV.

BARODA TO MHOW, VIA OODEEPOOR:

From Baroda Cantonments to Kappooria	4 4
Kelunpoor, *R. and ts*	3 4
* Bheelapoor, *Dhaundur R.*	4 6
* Dubba or Dhubhoy. *Here the remains of fortifications, gates, and temples, indicate a*	

Places, &c.	Distance between. M.	F.
former state of great magnificence	9	0
Burwauna, *at* 4½*m. and* Manjral at	7	0
Bahadurpoor, *l. v. Oorsing R.*	3	4
* Cr. Ooorsing *R.* to SUNKHERA, *town and fort*	1	2
MAUNKNEE, *K. l. b of Oorsing R.*	5	2
Note.—From Baroda the country is rich and supplies abundant, but the roads and rivers in the rains present often great difficulties to the traveller.		
* Cr. Oorsung *R.* to Jubboogaon	2	2
Soonshall, *at* 3*m.* 3*f.*; Shutoor, *at* 5*m.* 2*f.*; *and* Itpoor *at*	7	4
* Teijgurh or Tajgurh, *Oorsing R*	4	7
Pooneeawunt	3	3
Dundora	1	6
Gilwunt	1	2
* Cr. Oorsing *R.* to OODEEPOOR, *ws*	3	3
Note.—Oodeepoor is a large open town, built round a brick ghurry. It has a well supplied bazar, and belongs to a Rajah tributary to the Guikwar.		
Cr. 3 *N.* to Onar, *v. bheel*	5	3
r. 1*f.* Oorsing *R.* and 3 *N.* to Dooalkottee	3	7
* Cr. 5 *N.* to Rungpoor, 4*h.* 1*s.*	5	0
r. 2*f.* cr. *N.* to Kinkot, *v. bheel*	2	2
Cr. 2 *N.* to Chandpoor, *v. bheel*	2	3
Chota Wukala	2	0
r. 1*f.* cr. 2 *N.* to *Burra* Wukala, *v*	1	2
Cr. 4 *N.* to Peepranna	1	4
* Cr. 2 *N.* to RAJPOOR, 300*h. good bazar, N. and ws*	5	0
Note.—Rajpoor is an open town, residence of an Arab Jemadar, who is head manager to Juswunt Sing the Allye Rajah. Here ends the Oodeepoor territory.		
Here is another road from this to Tirla, but it is through low jungle, and crossed by numerous nullahs. It is a bad road for baggage, and the villages on it are very poor and scantily supplied with grain.		
Giralla, *small bheel v*	4	2
r. 4*f.* cr. 4 *N.* to Kurpah, *small bheel v*	4	0
Cr. 2 *N.* to Rajahwut, 4*h.*	0	6
Note.—From Sunkhera to Rajahwut is through an open jungle with patches of cultivation round the villages, which are generally very small and inhabited by bheels and brinjarries; also the Bhelala or Keersan tribe; the road is good.		
Cr. Sookur *R.* to Nanpoor, 100*h.* 10*s. N. and ws*	3	0
Note.—The jungle in the vicinity has been cut down, as well as many patches more remote, to admit of cultivation.		
* Cr. 6 *N.* and the Hutnee *R.* to Chicklee, *Sindhia's*, 20*h.* 1*s. N. and ws*	6	3
Through a thick jungle to Pullassee, 5*h. and N.*	3	5
Tallanpoor, (*the last* 2*m. jungle*) 5*h. w*	4	1
Note—Pallassee, and Tallanpoor were large places till the former was destroyed by Bheema Bace, and the latter by Holkar.		
r. 2*f.* Silkwas, 30*h. w*	1	2
* KOOKSEE, 700*h.* 100*s.* 2*ts and* 50*ws*	1	4
Note—The Kooksee perguunah is well cultivated and consists of 53 villages. It belongs to Dhar, and the town had formerly a garrison of 200 Mukranies.		
Cross Gheerna *R.* and pass Poora and Koondara to Heerlea, 5*h*	7	2
* Cr. Wagree *R.* 6 *times* to BAUG, 400*h*	5	2
Note.—Baug is famous for the excavated temple in its vicinity, and for iron ore of a good quality which abounds in the neighbouring hills.		
l. 1½*f.* cr. 3 *N.* to Gairapoor, 40*h*	4	1½
l. ½*f.* cr. 2 *N.* to Koradallee, 20*h.*	4	2½

Places, &c.	Distance between. M.	F.
Road winding between hills in which cr. 3 *N.* to Choorawud or Cherawud, 10 *bheel huts.*	1	4
l. 1½ *f.* Kurkundee, 8 *bheel huts*	1	7
* Cr. 5 *N.* to Bowree or Boree, 40*h.* 16*s.* 12*ws.*	4	0
Cr. 2 *N.* to Betwodellee, 100*h. huts*	3	1
Cr. 9 *N.* to Chorellee and Kanwaydata	6	0
* Tirella, 20*h.* 3*s.* *N.*	6	4
Note.—Through a valley covered with bheel huts and partially cultivated. At 1½m. from Kanwaydata enter the Tirla ghat, which is a gradual ascent of 1m. 5f. to the top, the road tolerably good and clear of jungle. The road then leads for 1½ miles along a ridge, covered with very thick jungle, chiefly of teak and black wood. The road by Tanda branches off at Baug and joins here: it is considerably nearer, but the Tanda ghat is said to be impassable to guns and carts.		
Goomanpoora, 25*h.* 2*s.* *ws*	3	5
Ringnode, 400*h.* 60*s.* 20*ws*	4	0
* Bhopawar, *Sindhia's,* 125*h.* 1*w.*	3	4
Note.—Bhopawur, with 6 hamlets attached, is rented by the Amjherra Rajah, and held of him in enam by his brother. A risala of horse with European officers is stationed here. The Chumbul takes its rise in the vicinity; its source is in a large tank.		
Source of the Muhee *R.*	5	3
l. 1*f.* Meinda, 15*h.*	0	3
* Pass Chairree, *des.* and through *Amjherra,* 500*h.*	4	6
Note.—Amjherra is head of a district of 175 villages, tributary to Sindhia. Supplies are plenty, and good water from tanks and a large lake. The road from Bhopawur is through an open thinly cultivated country. The Muhee is dry four months in the year. The caves and temples built of marble in the neighbourhood are well worthy of notice. The ground is good for encamping: the people are said to be disobliging.		
l. 2*f.* cr. *N.* to Tajeepoora, 20*h.*	0	2
Cr. 3 *N.* to Sooltanpoor, *des.*	4	5
Tirelia, 40*h.* 2*ws.*	3	4
Jampoorah, *des.*	1	6
Cr. *N.* and pass a pagoda and tank to the barrier gate of Dhar	2	3
City of Dhar, 4,500*h.* 74*s.* *and* 30*ws.* *a good bungalow here.*	0	4
* Fort of Dhar, *stone walls* 30 *feet high*	0	3
Note.—Dhar is an ancient city, head of a petty state under the protection of the British Government. Before this alliance it had been nearly annihilated, but the population is now rapidly encreasing. The ruins of the once celebrated city of Mendoo or Mandow are 12 or 13 m. distant. A remarkable block of iron, called Ukhbar Shah's is shewn here.		
Saidpoora	2	4
Damunda, 10*h.* 2*ws.*	2	0
l. 1*f.* cr. Bageyree *R.* on a fascine bridge (which is kept in repair by the renter) to Dotawud	1	4
* Dektaun, *Sindhia's,* 1,000*h.* 50*s.* *N. and t*	6	5
r. 5*f.* cr. *N.* to Pueharra, 100*h.* 4*s.* 5*ws.*	1	0
Mittanoo, 20*h.* *and cr. Chumbul to* Acharoo, 150*h.*	4	5
r. 5*f.* Koresee, 200*h.* *Chumbul R.*	0	3½
* Sagore, *Sindhia's,* 250*h.* 10*s.* 10*ws*	3	2
Note.—Two bungalows here in bad repair.		
l. 1*f.* cr. 3 *N.* to Kaira, 20*h.*	1	7
l. 6½ *f.* pass 2 *des.* villages to Burdurree, 75*h.* 2*s.* 2*ws.*	3	5
l. 1½ *f.* Kairee, 25*h.* 2*ws.*	3	2
Cr. *N.* to the village of Mhow.	3	2
Total miles	232	4½

Places, &c.	Distance between M. F.
Note.—The difference in the distance from the sea coast to Mhow between the Kaira and the Baroda route is trifling; *i. e.* from Kambay to Mhow, via Kaira and Godra, and from Tankaree Bunder to Mhow, via Baroda. The roads on both routes are equally good, but the facilities of obtaining supplies and carriage are not the same. On the Baroda route from chota Oodeepoor to Bhopawur, a distance of about 90 miles, neither bullocks nor carts can be procured, and no provisions, except grain, and occasionally a little milk. During the hot season water is scarce and bad. The people are inhospitable, and rather insolent, and the jungle is very extensive and dangerously unhealthy after the rains. The villages are very poor and small, and the inhabitants generally speaking very unwilling to assist travellers, or to have any intercourse with them, except for the purpose of committing robbery.	
On the route via Kaira and Godra the villages are much larger, and all common supplies may be obtained at most of them, and carts and bullocks at many. The jungle, though very thick in some places, is considerably broken and interrupted, and does not extend above 60 miles altogether. The people are more civilized and accommodating than on the other road, and the country abounds with game. However the Bheels are very numerous, and robbery is so common that no native will travel by night. Guards of seven or eight men armed with matchlocks, &c. can always be procured, and the traveller is perfectly safe while under their protection. This route has hitherto been very little frequented by Europeans; but were it more generally known, I think it would always be preferred to the other.	

CXV.

BARODA to RUTLAM:

(Marching route:)

To Deena, ...	6 4
Note.—Leave cantonments and pass Samuia and Hiruee to encamp on the left of the village of Deenah; having the Veraswuttee in front of the left, and a nullah in front of the right. Road good and country open.	
To Letora, ...	9 4
Note.—At 5m. 2f. Kamrol; at 8m. 6f. Jerode; at 9m. 4f. Lelora. Good road and cultivated country. Cross the Veraswuttee.	
To Kurrar river.....	15 0
Note.—At 1m. 6f. Palria: at 8m. 2f. Moondsee. Road good through cultivated country to Kunjerree, at the 10th mile: hence an open jungle intersected with deep ravines, to camp on the Kurrar R.	
To Veezulpoor, *K.* 500*h*....	12 4
Note.—The Barreah jungle commences at 6f.: cross the Goma R. to Kallol, K. 1,000h. and again after leaving that place: at 4m. 4f. Delol; at 7m. Kurkee.	
To Godra, *K.* 4,000*h*.....	8 1
Note.—Road narrow and rocky through jungle to Godra, water from tanks; hammals, carts, and supplies abundant.	
To camp near Oodwarra or Oodeewarry, *s. v.*	11 0
Note.—Road good through thick jungle over a hilly tract: at 4m. 4f. Haleria: camp irregular round a large tank, abounding with game, 1½ miles from Oodeewarry.	
Jerrie,.....	12 2
Note.—Road good, jungle more open: at 5m. 2f. pass Bootia, and encamp at Jerrie, wells.	
To Koomaria, ...	11 1
Note.—Road good but stony; cross the river Vooda by a bad ford at Chapree, 7m. 4f. and encamp at Koomaria on Kurarh river.	
To Dohud,.....	15 5
Note.—At 5m. 1f. Baloondi: at 8m. 5f. Luckerkot: at 12m. 1f. is a choky. This road is bad and rocky through thick jungle to the ghat, which descends into the plain of Dohud about 2 miles from the choky, which belongs to Sindhia, and divides his territories from the Barreah Rajah's. The ghat is steep and rugged.	
From Godra is through the Barreah jungle, and the traveller will find a Bheel guard of 5 or 6 men absolutely	

Places, &c.	Distance between. M. F.
necessary. The fort of Dohud is situated at the N. E. entrance on the most frequented road and most important pass from Gujerat in that direction into Malwa.	
To Annas River, ...	16 4
Note.—At 2m. cross the Tand R. and pass through open and cultivated country to Boraree, at 5m. 4f.: ford the Magdeo R. at 5m. 6f: and at 8m. pass Tansia, hence the road is bad, rocky, and narrow, by Peepree and Kachora to Annas R.	
To Singurh, ...	14 5
Note.—At 6m. 2f. Undurgurh: at 10m. 6f. Agrall: at 14m. 5f. Singurh or Sewgud. The ford at the Annas is very bad, and thence the road to Singurh is through an open and cultivated country.	
To Pitlawud, ...	19 2
Note.—Cross Mysauna R. and at 2m. Larmee R. Road rocky, hilly, and intersected with ravines to Waoree at 3m. 4f.: at 7m. 1f. pass Oomee: at Kodree, 11m. 2f. cross Suttakharee R.	
Camp Muhee, *R.*	16 6
Note.—Pass Kurrawud at 1m. 6f. Burallee, at 3m. 4f: and cross the Solkee R. at 6m. to Sirurgee; road good: hence road hilly and stony past Mandin, at 10m. 7f: and Gurawud at 14m. to the Muhee.	
Rutlam, ...	14 7
Note.—Pass Pulsarat at 1m. 3f.: Moondree at 6m. 1f.: Koojaghur at 8m. 2f: and Getkee at 11m. 1f. to Rutlam, over a tolerable road and cultivated country.	
Total miles....	183 4

CXVI.

BARODA to OUJEIN:

To Bhopawar, *vide* CXIV. ..	175 6
Dusai, *l. v.*	13 6
Karodh, ...	8 4
* Kanwun, *Gargur N. town and ghurry*	7 4
Baroda, *thriving village*	8 2
Umla, *large, strong village*...	3 0
* Nolye, or Burnuggur,...	4 6
Cross the Chumbul, 110 *yards wide*	11 1
* Bulerie, *l. v.* 2 *ghurries in it*	1 5
Cross Ghumbeer *R.* 70 *yards wide*	5 7
* Oujein, ...	9 5
Total miles....	249 6

Note.—From Bhopawar to Oujein, the road offers no natural obstacle, and the country is in perfect order and tranquillity. The first march to Dusai is marked by the features of a strong and sterile country, thence to Oujein is a more fertile tract.

CXVII.

BARODA to NEEMUCH:

To Sokda or Sokra, *t. and ws.*	8 0
* Kaunpoor, and cr. the Muhee	8 4
A large tank	6 2
Woor or Oorh, *ws. and dâk*...	1 1
r. 2*f.* Bahadurpoor	1 5
* Oomrut or Oomreit, 3 *ts. supplies abundant*	3 2
Simlood or Simlol, ...	3 2
Baroontee or Wannotee, ...	2 7
Note.—Dakoor a celebrated sacred town is 6f. distant on the left. There is good dhurmsala and fine tanks in the town.	
Tausrah, ...	5 3
Note.—Soneepoor on the Muhee is 11m. distant, via Bahadurpoora, Argaree, and Malwan.	
Rasun or Rasumb, ...	3 2
Barud or Walud, (*dâk*)	1 6
Derrolee, ...	2 7
Jurgul or Wagrolee, ...	2 5
Birrup, ...	2 7
* Balasinoor, *Seyree R.* (*dâk*)	2 4
Note.—Capital of a petty state 41 miles east from Ahmedabad.	
Jinnoor, *Muhee R. both banks*	6 0
* Saowlee, *crossing the Powneem*	6 4
Larwell, ...	7 4
Cr. Muhee *R.*	2 2
Loonawarrah, ...	1 4

Places, &c.	Distance between. M. F.
Note.—Loonawarra is an opulent fortified town, nearly 3 miles in circumference, capital of a petty state partly situated on the right bank of the Muhee. The district is a continuation of the mountainous country of Soont,h which forms a barrier on N. E. boundary of Gujerat. The chief is a tributary of Sindhia, but pays also ghas danu to the Guikwar. The artisans are particularly skilful in the manufacture of all the native implements of war. There is a good dhurumsala in the place.	
* Kanusur, *crossing the Muhee, bad ford*.....	10 6
* Baugroul, or Bahkour, *l. v.*..	13 0
* Surthoona,.....	10 0
* Peit or Peitah,.....	10 4
* Kooah, (*dâk*).....	11 2
* Gulliakot or Gurreeakot, *r. b. Muhee R.* (*dâk*).....	9 3
* Ghurry, *Urjoon Sing Thakoor's*.....	11 3
Pertaubpoorah,.....	6 0
* Tulwarrah,.....	6 6
* Banswarrah, *capital of an independent petty state*.....	8 2
* Boongrah, *crossing the Muhee*	12 0
Mowleekherah or Mowrakheyree, *bheel v*.....	6 0
* Ghuntalee, *bheel v.*	7 4
* Semileah,.....	10 2
Kuchoteah,.....	6 2
* Purtaubgurh,.....	6 0
Note.—Purtaubgurh is a large fortified town, capital of a territory to which it gives name, a dependency on the British Government. The country is open, level, and well cultivated.	
* Ruttonah, *Raja of Purtaubgurh, N.*.....	10 0
* Jeerun, *Sindhia's, fort and lake*.....	11 0
* Neemuch, *Sindhia's, good bazar*.....	10 0
Total miles....	254 1

Places, &c.	Distance between. M. F.
Note.—The road from Loonawarra to Banswarrah is generally very good, and is much travelled on by the traders of Malwa and Gujerat. But in the extensive and thick forests Bagur fevers of a malignant nature prevail during the two months succeeding the rainy season; nor can the climate at any season of the year be deemed either pleasant or salubrious within this province.	
From Balasinnore Soneepoor is dist. 19m. 3f. viz. to Peeloodree, 5m. 4f: Sakreea, 5m.: Bannora, 2m. 2f: to this the country is cultivated. The Muhee is crossed at the Waul ford, 1m. 7f.: Soneepoor is thence 4m. 6f.	
The first part of this route very materially disagrees with another in my possession as far as Oomriut.	
CXVIII.	
BARODA to AHMEDABAD, and Kaira: (*Stages:*)	
To Fazilpoor, *vide* CXIX.....	13 3
Pass Anass (*dâk*) and Chorbaroda to Annanmogree,.....	11 5
Pass Sumboorab and Burmal to Nerriad, *collector's house*	13 3
Note.—The road here branches off to Kaira, distant 11m. 3f.	
Mahmoodabad,.....	13 7
Butwah, *large dh*.....	13 3
Ahmedabad.....	4 0
Total miles....	69 5
CXIX.	
BARODA to RAUNPOOR, via Booroo and Dundooka:	
r. ½ *f.* Shaunee, ...	3 6
r. ½ *f.* Dusurut, ...	2 5
Puddumbla, (*dâk*)	1 7
Sunkurda, or Sunkursa,.....	1 5
r. ½ *f.* Fazilpoor, *a small fort.*	3 4
Cr. the Muhee, 2*f. wide, good ford*	0 6
* Along the bank to Wassud, *ws*.....	0 6

Places, &c.	Distance between. M.	F.
Note.—Country well cultivated; road sandy in the dry season, and much intersected by ravines near the river.		
Sonar or Soondeyn, *a tank, S. E*	2	1
Khurrole, *large tank and N.*	2	2
Pass Dheynee and Nameyn, *t and ws*	4	6
* Through Nappah, 200*h*.	1	6
Note.— A tank 500 yards in circumference, in an octagon form, with a causeway upon arches leading to the centre of it, is worthy of notice.		
Pass Soorkooa, (*l.* 4*f.*) to Assee	3	0
Duntalee	3	2
* Pitland, *K. supplies abundant*	1	6
Note.—Country close and well cultivated; road broad and good. The route by Agass, Batyell and Pangree is 7m. 7f.		
Pandolee	4	6
Naur, *small town*	3	0
* Terrapoor. *t. and ws*	1	6
Note.—Good road mostly through low jungle.		
Moorud or Borud	3	2
Chiklasee or Chikly, *t. and ws.*	1	5
Kaunpoor, *t. and ws*	2	6
Wursurra, *water bad from wells*	2	7
* Gulliana, and cr. the Saburmuttee	4	4
Note.—Road good over firm soil from Chikly, to which it is sandy.		
Wurna or Wusna	2	7
A tomb *among trees*	1	3
Cross 2 *N.* in	1	2
Burra Booroo, *R. and ws. water bad*	1	7
Note.—The *Saburmuttee*. ¾ mile south. Open, flat, country, and good road.		
l. 4*f. Chota or Nunnee* Booroo, *ws*	1	3
Bolaud or Wallaud, *ws*	3	1
Cross Boguewah *R*	3	3
Dunnalla	1	1
* Puchun, *l. v. ws. bad water*	4	1
l. 1*f.* Ganf, *l. v.*	3	3
Cross the Bhadur	5	3
Cross again and pass through Rojka	2	5
Dundooka, 2,000*h*. *Bhadur R.*	4	1
Note.—Between Boland and Dundooka is a low tract, which has obtained the name of Runn (*Ran, a desert*). An extensive flood occurs yearly at the commencement of the monsoon, occasioned by the overflowing of the rivers Gogawah and Bhogawah, together with the influx of the sea. The tract extends N. and S. from Lucktur to Bhownuggur: within it the villages are built upon eminences, and in the monsoon appear like so many islands. This is the best road across, and though good in the dry season is generally bad in the rains. In the hot season here is a great scarcity of water.		
Note.—Dholera is S. 55 E. dist. 15m. 7f.		
Koteah or Keterah	3	0
Goonjar, *s. v*	1	5
* Cr. Bhadur *R.* to Waugur, 100*h*	3	1
r. ½ *f.* Bhadur	2	3
Boorania	1	7
Boria	2	1
Cr. Bhadur *R.* to Naugnees, 800*h*	2	5
Raunpoor, 1,000*h*	3	5
Total miles	114	5
Note.—This route is mostly through a level and open country, generally well cultivated.		

CXX.

BARODA TO RANPOOR, VIA DHOLKA, NANDODRA, AND LIMREE:

To Pitland, *vide* CXIX	33	6
Jeeroo	1	5
Pass Seelwejee to Veerol	2	3
* Sojeetra, *bungalow, dh. and ws*	3	6
Limbalee	1	5

Places, &c.	Distance between. M.	F.
Mangrol	2	3
Malawarra	2	3
Pass Kanahur to Limbassee, *t. and ws.*	2	7
r. 4*f.* Karrauntee,	3	0
Cr. the Watruck, 200 *yards wide.*	3	1
* Cr. Sauburmuttee *R.* near the junction of the Watruck to Wasta	1	4
Two wells and a tank	6	0
* Through Dholka, (*ddk*)	2	7
Note.—Dholka, a large open town, contains many splendid monuments of the Moghul government. The road from Kaira by Rurroo is the best for carriages.		
Sindrose, *ts.*	2	1
Saljeera,	1	2
* Through Bhowlee	4	6
Dheedal,	1	2
Adeera,	2	4
Saubla,	4	6
* Naundodra, 152*h.* 5*s.* 25 *sonaurs, ws*	2	3
Note.—Road principally through fields, country open and cultivated.		
r. 2*f.* Wasnah,	1	4
Jeetapoor,	5	6
Jhejrah, *ts.*	5	0
* A large tank near Koomureaun,	2	1
Beginning of a low tract extending to the Sokra or Bama *R.*	3	3
Cross Bama *R.* which is said to connect the two Runns in the rains	2	1
Saukur,	1	2
Ghurtul,	1	7
* Tulsana, 600*h.* 25*s.* 30 *mechanees held by a Grassia family,*	3	7
Note.—Country open and cultivated, and road good.		
Tauvee, 85*h.*	6	0
Through Seeannee, 780*h.* 60*s.* 4 *Borahs, water plenty. The Thakoor is related to the Limree Raja, to whom the place belongs*	3	4
Cross Bogawah, *R.* 2*f. wide*	1	4
Cross Kharee *R.* to Khaugreteea,	2	1
Bulgaumra, *a large tank*	2	6
Limree, 2,500*h. including* 1,500*s. Bhoguewa R.*	1	4
Note—Limree, head of a Raj tributary to the British government, is a fortified town and well built. The country round is cultivated with cotton and grain; the manufacture of the first is extensive and the latter is abundant. It is celebrated for producing camels of a good caste.		
Burkwah,	7	4
Jooballa, *t.*	3	6
Nagness, *Raj of Wurdwaun,* 800*h. Bhadur R.*	4	0
Ranpoor, 1,000*h. R. and ws.*	3	5
Total miles	149	3

CXXI.

BARODA TO ANJAR, AND BHOOJ, VIA DHOLKA, NAUNDODRA, AND HULWAUD:

Places, &c.	Distance between. M.	F.
To Jeetapoor, *vide* CXX.	93	6
Pass Allygaum to Shahpoor	6	4
* Sakur, *des. tank of water bad*	5	0
Kullum	6	6
* Luctur or Lugtur, 500*h. belongs to a Rajpoot chief*	3	5
r. ½*f.* Wunna, *l. v.*	4	6
A large tank of bad water near Seetha, 400*h.*	6	4
Jeetar, *ts. and ws.*	1	5
Kumree, *R. and ws.*	4	3
Durangdra, 2,000*h. R.*	8	0
Note.—Durangdra, capital of Oomur Sing, chief of the Jhalla Rajpoots, is in good preservation with walls newly built. The province to which it gives name extending from Teckur westward, nearly to Bujahna, has suffered considerably from the effects of the		

Places, &c.	Distance between. M. F.
famine and other causes. The country is covered with thick low jungle, and is rocky and barren to the southward. Coarse cloths, carpeting, and drip-stones are the principal manufacture.	
* Jeewai, *s. v. t. and ws.....*	9 6
Cross *N.* to Dewanna, *t.....*	3 7
Golee, *t. and ws. Oomur Sing's*	4 1
HULWAD, 400*h. Oomur Sing's, t.*	4 2
Note.—This place was formerly the capital of the Jhalla Rajpoots, and is celebrated for its numerous Dheris, (buildings erected to the memory of Suttees,) which stand together on a rising ground about half a mile off on the Durangdra road.	
* Cross Bauhmun *R.* to WAUTAWUDDUR.....	7 0
Gauteela, *t. and ws.....*	6 1
Koombareea, *in ruins, tank, bad encamping ground.....*	3 1
Note.—The country between Bowlee and Koombareea is flat and covered with high grass, with hardly any cultivation as far as Wantawuddur.	
Veenasir, *in ruins, t. and ws...*	2 6
Enter the Runn.....	1 0
Kaunmeer, in Wagur, Seen N. 3½ W.....	4 3
Asc. 6*f.* over a bank of the Runn	5 3
Along the bank to the Maunumbah road.....	0 6
Cr. *N.* at 1½*m.* and again at...	3 4
* Ryetree, *t.....*	3 0
Note.—The bed of the Runn was quite dry in January, except a few spots, and there the guns were somewhat impeded, the carriage wheels sinking to nearly the axle. The country is open after crossing, but uncultivated The nullahs are all brackish, but the water from wells is good.	
Cr. 4 *N.* to Kuttarea, *N. and t.*	6 3
Cross a *N.*.....	3 3
Sulleeana, *nearly des. ts.....*	2 1
* Aumleearah, *t. E.....*	3 7
Chadwalla, *walled, t.* (*dák*)....	3 3
Cr. *N.* tank on the right.....	0 4
Cross *N.*.....	2 0
* Voond, *l. v. ts. good road...*	1 3
Seekra, *village and ghurry,* (*dák*).....	7 0
Koombaree.....	2 4
* Punkasir, *ts. deep sandy road.*	1 4
Cr. *N.* to Pusoora.....	7 7
* Chakausir, *fine deep tanks..*	3 5
Wursameeree.....	5 4
ANJAR.....	5 2
Total miles....	256 1
Note.—The route to Bhooj strikes off at Punkasir, and proceeds by Dhamurka, 5m. 2f.: Jherwar, 16m. 1f.: Lakoond, 15m. 3f.: and by Turrya to Bhooj, 6m. 5f.: Total from Punkasir, 43m. 3f.	

CXXII.

BARODA TO ANJAR, VIA DHOLKA, LIMREE, AND HULWUD:

To LIMREE, *vide* CXX.....	130 6
Akeewalia, 100*h. ts. and ws...*	5 0
WURDWAN, *Bogwara R. t. and ws.....*	9 3
Note.—Capital of a Jhalla Rajpoot chief. The town is in much better repair than Limree, and fully as well inhabited.	
Rajapoor, *ts. and ws.....*	3 3
Luttoora.....	4 1
Chundrasir Tullao, 100 *yards square.....*	5 1
SEETA, 400*h. ts. and ws. residence of a Gossein establishment.....*	1 7
Kaampra, 100*h. ts.....*	4 0
Pass Dolee to Lackajee, *ts. and ws.....*	5 0
Bowlee, *s. v. ts.....*	3 4
Note.—The country from Wurdwan to Lackajee is open and well cultivated; the continuation to Bowlee is rocky and uneven. The whole of this tract belongs to Comur Sing, chief of Durangdra.	
Cr. Tulkoo *R. at* 2½*f.* and a small hill at.....	2 2

Places, &c.	Distance between. M. F.
Cr. *N.* to Jewar, *ws*.....	3 2
To Anjar, *vide* CXXI.....	105 4
Total miles....	283 1

Note.—It seems to me circuitous, to pass through Limree from Luktur to Wurdwan.

CXXIII.

BARODA to JOORIA, via RAUNPOOR:

To Raunpoor, *vide* CXIX....	114 5
r. 3*f.* to Dharpeepla.....	3 6
Naugurka, *Naugurchaw R*....	3 5
Cross Naugurchaw *R*.....	0 4
r. 1*f.* a few huts.....	5 5
Cr. *N. at* 5*f.* Soodamra, (*r.* 2*f.*) *at*.....	1 4
Cr. Bogéwah *R. bad ford*.....	4 5
A large tank near Sejuckpoor..	0 7
Cr. Bogéwah *R. dry in May*...	0 4
A tank on high ground.....	2 1
Shahpoor, *and cr. the Bogéwah.*	5 4

Note.—Water in the river only, which is dry in the hot season. From Soodaumra the country is wild and uncultivated, but the road is generally good.

Dherradoongree, *in ruins*.....	2 3
Gogliana, *good tank*.....	2 3
Tauhn, 300*h. wall in ruins* (*dák*).....	4 7

Note.—Hence to Surdhaur is 11½ miles, through a hilly country shewing few signs of cultivation.

* Moreturra, a tank, jungly country.....	6 0
Kamballa *R. at* 2*f.* and Maha at	1 7
Asc. a low range of hills.....	0 5
Cr. *N.* to Sudaurka.....	2 4

Note.—The country to Mareturra covered with some low jungle, and in some places stony; thence a little cultivated.

* Cr. Mutchoo *R.* to Waunkaneer, 5,000*h*.....	6 5

Note.—This town belongs to the Thakoor Dosajee, a Jahrejah Rajpoot, tributary to the British government. The eldest son of the chief is married to the daughter of the Morewee Thakoor, the first female saved from infanticide after Col. Walker came into the country. It is a well built town, surrounded by a stone wall with towers, and situated at the foot of a range of hills; carpets made here. The country from Shahpoor is rocky and hilly, exhibiting little cultivation, though well watered.

Along the bed of the Patallee to its junction with the Mutchoo *R*.....	0 3
Baleedewlee, *in ruins*.....	2 2
Cr. Alloohee *R*.....	0 4
Crest of a low range.....	2 5
Foot of the range, *desc. easy*..	1 2
Sujunpoor, *vill. and fort, ts*...	0 7
* Hurmutteea, *w*.....	3 7
Cr. Dummye *R.* to Taunkaria.	4 4
Pass a tank at 1*m.* to Burra Kheejreea.....	2 4
* Cr. 2 *N.* to Meigpoor.....	3 5
At 5*m.* pass Rusal to Peetur at 6½*m.*; and cr. Adjee *R.* at	7 2
* Cr. 2 *N.* to Bhisdaur, *in ruins*	5 4
l. ½*m.* Huddatooda.....	2 5
A stony ridge *at* 2*m.* Keyseeá, *des*.....	3 4
Cr. 3 *N. in*.....	2 6
Jooria, *Oonde R.* 1,500*h*....	3 0
Total miles....	217 4

Note.—Jooria is a well built walled town and seaport, belonging to the Jam of Nowannuggur, but held at present, together with Amrun and Balamba, by Goonderjee Jewajee, until the sum (7 lacks) advanced by him, for defraying the expenses of Colonel East's detachment, be repaid by the Jam. Vessels of 300 khundy frequent the Bundur, which is two miles from the town.

The dak to Bhooj branches off at Tauhn, and proceeds 28 miles to Morwee, vide Note to CXXXII: hence, I imagine, it passes through Unneealla, Deola and Bural mota, to Wandea on the Wagur shore, 18 coss, say 27 miles. Hence Chandwala is 4 coss,

Places, &c.	Distance between	
	M.	F.
and Bhooj, vide CXXI, is 58½ miles. In all from Baroda by this route 266 miles.		
CXXIV.		
BARODA to JOONAGURH, via Raunpoor:		
To Raunpoor, *vide* CXIX....	114	4
Cross Bhadur and Gomeh *R.* in	0	4
Rajpoora, ...	2	0
Cross Ootowla *R.* to Punevee,.	4	2
Cross Gangur *R.* to Ullaow *N. and ws.*	0	7
Hurdull, ...	6	1
Seerwaneeah, ...	1	5
Cross *R.* to Jerriah, *des.*	3	3
* Toorkaow, *N. and ws.*	2	1
Ducturee, ...	4	2
Cross *N.* to Moodookair, *Kan. R.*	4	4
Cross *N.* at 4½*m.* Sumnaut, *des. at*	8	4
Gudderia or Guddra, (*country open and well cultivated*)...	9	6
* Jusdhun, *Bhadur R.*	1	3
Autkot, 75*h. Bhadur R.*	4	2
Cross Boodunpooree *R.* to Harrasiyah, ...	3	0
Cross Samur *R.* to * Dhurrooah, *N. and ws.*	2	6
Cross Kurmala *R.* near Peeply	4	3
Cross *N.* at Rammood, *N. and ws.*	4	3
Note.—Kundadur fort and pettah 1¾*m.* distant.		
* Cross Gondlu *R.* to Gowndul, 1,800*h. and fort, chief town of a Raj, tributary to the Guikwar.*	8	0
Cross *N.* and pass some Musjeeds	1	5
Cross 4 *N.* to Goamta, 70*h.*...	7	0
* Cross *N.* to Veerpoor, *fort,* 100*h. ws.*	2	5
At 1*m.* Cr. *N.* Vussutry, *des* ..	3	6
Putrya, 90*h. and cross N.*.....	1	4
* Cross Bhadur *R.* to Jaitpoor, *town and fort.*.....	3	2
Cross *N.* to Juttulsur, 140*h.*...	4	6
Saunklee, 80*h.*	1	7
* Cross *N.* to Choaky, 100*h.*..	2	5
Cross Oobain *R.*.....	0	1
Cross 3 *N.* to Buddaul or Wuddaul, 180*h.*	4	2
Cross Sool *R.* to Sowelpoor, 50*h.*	3	3
Cross *N.* to Joonagurh.....	3	3
Camp *near the S. gateway*....	1	0
Total miles....	231	5
Note.—The route to Kerauloo, near which Colonel East's camp was in 1816, branches off at Saunklee, dist. 4 miles.		
CXXV.		
BARODA to POORBUNDER, via Raunpoor, Jaitpoor, and Ghunnod:		
To Jaitpoor, *vide* CXXIV...	210	2
Dhurrumsalla and well among trees.....	1	5
Paidla, 80*h. N. and ws.*.....	2	3
Munlukpoor, 100*h. ws.*.....	2	0
Pass Dholewan, to Goondaula, 120*h.*	2	7
* Cross *N.* to Dhorajee, *walled town and ghurry,* 1,500*h. Rajah of Goondul's*.....	3	5
Note.—Road good, and country cultivated.		
Cross *N.* to Bhola, 50*h.*.....	3	6
Cross *N.* from Bhabookia tank	0	3
Cross 2 *N.* and Bhadur *R.*...	4	4
* Cross Moaz *R.* to Ooplarta,	1	4
Cross *N.* and pass a well midst trees.....	1	6
Cross Vinnoo *R.* to Neelaka, 40*h.*	3	3
* Ghunnod, *walled town, Bhadur R.*.....	3	2
Cross 3 *N.* to Wurrasarra, *s. v. N and ws.*	6	1
Pass a well and cross *N.*.....	1	6

Places, &c.	Distance between.
	M. F.
Pass Rogara, *r.* 4 *f.* to Chowta	3 6
Across Saurun *R.* to a well....	1 3
* Kootianna *R. and ws.*.....	2 3
Cross Kurraila and Kuloondry, *N.*.....	2 2
r. 1 *f.* Chooliana, *and cross N.*	2 2
* Cross Minna or Minsar *R.* to Kundorna, (*Ranaka*) 400*h.* *a small square fort*.....	2 6
Note.—This place was taken by Col. Walker's detachment, since which time it has been put in a perfect state of repair.	
Vurwaula, 80*h*.....	3 1
Pass a good well.....	2 2
Cross 3 ravines and a *N.* to Ranawaw, *town and ghurry*	4 3
Cross Raunvaikra, *N*.....	1 7
l. ¼ *m.* Wunnana, *des. and cr. N.*.....	2 4
l. ½ *m.* Rungawa.....	1 5
Cross the creek (Kurruklyka Turr).....	2 0
Poor or Poorbunder.....	1 7
Total miles....	283 4

Note.—The whole of the usual halting places are large. The road tolerable, water abundant, and a good deal of cultivation.

CXXVI.

BARODA to MOORWEE:

(Stages:)

To Thaun, *vide* CXXIII.....	153 7
Deralla,.....	12 0
Puchaseea,.....	11 2
Moorwee,.....	11 4
Total miles....	188 5

Note.—*Moorwee* is the chief town in the district of Muchoo Kaunta, which belongs to Jehajee a Jarejah Rajpoot. This man is by far the most intelligent of any of the chieftains of Kattecawar. He was the first who set an unusual example to his tribe in saving a daughter from infanticide, but whether the act originated in policy or principle, those who know this chief can best form a judgment. The walls of Moorwee are of very tolerable strength, but much of them was destroyed by the late earthquake in 1819. There is a place over the gateway for travellers.

CXXVII.

BARODA to GOGO:

(Stages.)

To Gaunf, *vide* CXIX.....	82 0
Bheemnaut,.....	19 6
Waroderah,.....	11 4
Willah or Wulleh.....	15 0
Wurtej, 250*h*.....	17 0
Gogo,.....	15 5
Total miles....	160 7

CXXVIII.

BARODA to MALLIGAON, via Essarbaree ghat:

(A marching route, estimated.)

To Jumbooa,.....	8 4
Cross *R.* to Powur,.....	6 0
Over a bad road to Hadley....	14 0
Note.—The Nerbudda crossed at Baperra ghat.	
Ponetah,.....	8 0
Through a thick jungle infested by tigers to Pardee,.....	14 0
Cross *R.* to Poolwarree,.....	10 0
Erapoor, *des*.....	7 0
Over a bad road and through thick jungle to Manjrol.....	10 0
Sallia,.....	18 0
Cross Tappee *R.* to Kurrood,..	12 0
Beeara.....	15 0
To Malligaon, *vide* CIX...	97 5
Total miles....	220 1

Note.—The difference between this route and that by Surat is slight: but forage and water, it is believed, are more abundant.

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Places, &c.	Distance between.
	M. F.
BARODA TO MALLIGAON: (*Another marching route, estimated.*)	
Baroda to Kim or Kym, *vide* CXII.	74 1
Cr. the Tappee at Whoorakutor	8 0
Motu, *temple and tanks*	10 6
BARDOLEE, *False R.*	4 2
MALLIGAON, *vide* CIX	131 0
Total miles	228 1
CXXIX. KAIRA TO GODRA: (*Stages estimated.*)	
NERRIAD	11 3
DAKOOR, *ts. and dh.*	16 0
Sooneea	18 0
Ruttonpoor	14 0
GODRA	16 0
Total miles	75 3

Note.—This is the commencement of a high road to Mhow: see Note to CXIV. Bullocks, carts, and supplies of all kinds are procurable at all these places, there is however no dhurumsala except at Dakoor. The jungle commences four miles from Sooneea, and becomes thick after leaving Ruttonpoor. The roads are very good. A bheel guard should be engaged at Godra to go to Dohud.

Places, &c.	Distance between.
	M. F.
CXXX. KAIRA TO TUNKAREE BUNDER, VIA JUMBOOSUR: (*Estimated.*)	
Kaira to Dehwaun by Bussoo, PITLAND, and Veersud	35 0
Cr. the Muhee to Tetor	5 2
JUMBOOSUR	12 0
TUNKAREE, *400h. chiefly Borahs*	10 0
The Bunder	16 0
Total miles	64 0

Note.—Road good over a sandy soil. Water and supplies abundant. The Muhee fordable at low water.

Places, &c.	Distance between.
	M. F.
CXXXI. KAIRA TO BEEJAPOOR:	
Lullee	11 0
Butwar, *large dh.*	6 0
Shahbaug	7 7
Adalij, *Grassia v. Supplies abundant*	7 7
Note.—There is a bowree in Adalij, the most remarkable for the beauty of its architecture in Gujerat.	
Pass Oonwasud and Kolwara to Randaja	10 6
Pass Oonawa, Bulwa, and MAUNSA to Redrol	12 2
Pass Anjol, Weera, and Kitree to BEEJAPOOR,	9 4
Total miles	65 2
CXXXII. KAIRÁ TO RAJKOT: (*Estimated.*)	
Pass Wusna and Sildhana to Buroo, *r. b. Watruck R.* (*dák*)	9 0
Cross Sauburmuttee *R.*	7 0
DHOLKA, (*dák*)	4 0
KOTE or KOUNT, *200h. ws.*	12 0
Meetapoor, *100h. t.* (*dák*)	11 0
Rurrol, *50h.* (*dák*) *t.*	10 0
LIMREE, (*dák*)	12 0
Buldana, (*dák*)	7 4
Toowa, (*dák*)	6 0
SAEELA, *350h. extensive tank,* (*dák*)	7 4
Choorveera, *50h. ws.* (*dák*)	9 0
THAN or TAUHN, *300h. ws.* (*dák*) *waste hilly*	8 7
Mica, *60h. Muchoo R. and ws. country, good forage*	15 0
Geawao, *20h. ws.*	6 0
Korwao, *30h. N. and ws.*	2 0
RAJKOT	10 0
Total miles	136 7

Note.—The dak to Bhooj continues from Than through Lonsir, Paredra,

Places, &c.	Distance between. M.	F.
and Ajmeer to Morwee. The town of Wankaner is 5 koss from Lonsir.		
CXXXIII.		
AHMEDABAD TO DEESA: (1809)		
Cross the Sauburmuttee.....	0	6
Adalej, (*dâk*) *vide* CXXXI....	7	0
Kullole, (*dâk*)	7	6
Danod	5	3
Eeruna, 60*h*.....	2	2
KURREE, *K. and fort*.....	4	2
Note.—Supplies abundant, good hunting, fishing and shooting. The fort and Mulhar Rao's palace are worthy of observation.		
Ardeisun, *road bad in rain*....	2	0
Jysulpoor, 50*h*. 1*s*. *t*.....	1	7
Buttansun, 40*h*. 1*s*.....	1	7
Allumpoor, 30*h*.....	1	3
Note.—Open cultivated country.		
Mohdurla, 60*h*. 2*s*.	2	1
l. f. LEINEH, 800*h*.....	5	7
Note.—Country covered with low jungle, thinly interspersed with fields of bajree, jooaree, and tobacco.		
Between thick and high hedges.	0	6
Meywar, 100*h*.....	1	7
Soobansun.....	1	5
Cr. a branch of Roopeyn *R*...	1	7
Through MUSSAUNA, 2*f. long*.	1	7
Note.—In Mussauna there are 2,000h. including 600 Mahomedan families, and 200 cotton printers.		
The approach to Soobansun is jungly: to Mussauna is well cultivated.		
Cr. Roopeyn *R.* to Treintee, 50*h*. 1*s*.....	2	0
Daow, 150*h*. 3*s*. *t*. (*dâk*).....	3	2
BANDHOO, 400*h*.....	1	6
* Oonawa, *supplies, dh. ws*...	4	6
Note.—It is said that 100,000 pilgrims annually visit the tomb of Peer Siyud Ali who was buried here five centuries ago.		
Ooonjah, *small town, supplies and water plenty*.....	3	6
Pass Kaumlee, Bheelapoor, and Lalpoora, and cr. the Surus-		

Places, &c.	Distance between. M.	F.
wuttee *R.* to SIDHPOOR, (*dâk*).....	7	4
Pass Feerozpoor to Maytur, (*dâk*).....	9	0
Pass Bussoo to Puttoosun....	6	0
Pass Gurh, Samree, and Dooah.....	10	4
Camp near DEESA.....	4	4
Total miles....	103	4
Note.—To Kurree the road is for the most part estimated, thence to Sidhpoor surveyed, the rest is estimated.		
A route to Palhanpoor strikes off at Sidhpoor, and passing through Kudaul, Sujunpoor, and Dhurwanah, at the fourth mile enters the territory of Palhanpoor. The route then continues through Seynawara, across the Ummurleysee R. passes Mujjudha, Shydrana, and Juggana, to a garden 600 yards from Palhanpoor, the distance from Sidhpoor being 19 miles measured.		
Another usual road from Ahmedabad to Palhanpoor passes through Adalij, Walod, Amliatti, and Daboria, and joins the road from Deesa to Mhow at Morassa.		
CXXXIV.		
AHMEDABAD TO BHOOJ:		
Cr. the Sauburmuttee to Kocherib	1	0
Hajeepoor, *ts*.....	13	7
The large tank near Kurree ...	11	1
Roodatul, *ts*.	14	2
Beyraja or Bhaechara, *ts*.....	10	5
MOONJPOOR, *Nuwab of Summee, ts*.....	14	3
SUMMEE, *ts*.....	8	7
Goochnaut, *Bunnas R*.....	11	0
Note.—RHADUNPOOR, distant five miles N. N. W.		
Kummalpoor, *r. b. of the Bunnas*	6	0
WARYEE OR WAARAEE, *Nuwab of Summee, ws*.....	7	4
Note.—Summee is a large town surrounded by a wall much gone to decay. It is situated in a swamp with a		

Places, &c.	Distance between. M. F.
large tank on the N. W. face. The Nuwab is a Jageerdar of the Guikwar, and with his original jageer of Sumnee, holds also Bhadunpoor, which devolved on him by the death of his brother Nizam ul deen, who died without issue.	
Waryee is inhabited by Jhats, who were 20 years ago the terror of the country, and whose plundering parties often went as far as Limree in Jhalawar. They could at that time send out 1,000 well mounted horse.	
Bamnolee or Bamanolie, 60*h.* 1*s.*	5 7
Sedara or Seedauroo, *t.*	3 3
Cross part of the Runn to Baubra or Baabarra	4 4
Bakootra, *t.*	4 0
Dutrannah or Dutrasaon, *t. and ws.*	3 5
Modootra, *t. and ws.*	3 3
* Rujoo, *tank*	3 0
Over a bank of the Runn	2 1
Enter the bed of the Runn	3 4
Leave the Runn.	2 2
* Addysir or Arrysir, 4*ws.*	5 2
Mautul, *tank*	4 0
Palanswah, *tank* ½*m. dist.*	3 4
* Gunneetur, *t.*	6 0
* Cheetrore, *N. t. and ws*	12 5
Wakutwah, *ws*	7 2
* Addooee, *R. and ws.*	4 5
Wutchpassur or Vurjepassur, *t. and ws*	6 5
* Voond, *t. and ws.*	6 4
* Punkassur, *ts. and ws.*	11 1
Pass Amneree or Ambalee to Moresir, *t.*	1 1
Boodermoora or Boodaar, *t.*	2 0
Dhamurka, *Sahrun R. brackish, (dák).*	2 0
Note.—The Sahrun river divides Kutch from Wagur.	
* Kotra or Katiroon, *N.*	6 3
Raphoor, *tank*	4 5
Jherwah, *tank*	5 1
* Monesir, *tank*	2 0
Kunderye, *t.*	6 1
Puddur, *t.* (*dák*)	3 6
Lukhoond, *R. and t.*	3 4
Bhooj	6 5
Total miles	245 0

CXXXV.
AHMEDABAD to NUGGURPARKUR:
(Round the head of the Runn.)

Places, &c.	Distance between. M. F.
To Goochnaut, *vide* CXXXIV.	15 1
Rahdunpoor, 6,000 *inh.* 1,400*h.*	4 0
Bhelootee,	4 4
Morewarrah, *large tank*	15 0
Note.—Little cultivation and much jungle.	
Leembolee,	8 2
Sooeegaon or Sooy, *ts.*	2 0
Note.—Sooeegaon, is about 1½m. from the Runn, and the usual rendezvous of cattle, carts, &c. going across to Nuggurparkur on their route to Sind.	
Bullooah,	6 0
Pass Neyroo to a large tank, Burra Tullao,	5 1
Note.—Much jungle, no villages; forage scarce. The hill called Beyranah seen distinctly from camp.	
Pass Maisrah to Vao, or Wao.	2 5
Note.—Country covered with jungle and long grass.	
Dhymah or Dumah	8 0
Note.—This is a celebrated place of pilgrimage, residence of the god Dunhedra, brother to the deity of Dwarka.	
Bulwuntree, *des. ts.*	10 0
Bayatra, *branch of Looni R.*	15 0
Tareeseera, *head of the Runn, t. and ws.*	17 0
Guddra, *deep sandy road, good water scarce*	18 0
Vera Vao, *a walled town, pop.* 600	12 0
Boodasir or Boodeysir,	10 0
Nuggurparkur, *water brackish*	5 0
Total miles	227 5

Note.—Water is procurable at the halting places from tanks, some of which are brackish one year and fresh another. There is at the same time always danger of a scarcity of water, except at Vera Vao, which has been a fine town. Grain is not procurable, and forage and wood are scarce.

CXXXVI.

AHMEDABAD TO NUGGUR-PARKUR:

(*Across the Runn.*)

Places, &c.	Distance between. M. F.
To Sooeegaon, *vide* CXXXV..	118 7
East side of Nurrah *Bate*.....	14 0
N. and ws. both containing salt water.....	2 0
West side Nurrah *Bate*.....	4 0
Across the Runn to the Monllan shore.....	14 0
Burranna, ...	6 0
Narreyasera, ...	11 0
NUGGURPARKUR	3 0
Total miles....	172 7

Note.—From Sooeegaon to Burranna fresh water is not procurable, and persons usually take a supply with them. The whole way is a good cart road, and appears to be much frequented.

The district of Parkur includes 25 villages, half of which are deserted, and Pareenuggur itself contains only 500 wretched huts.

CXXXVII.

TANKAREE BUNDUR TO BARODA:

(*Stages.*)

Places, &c.	Distance between. M. F.
From the Bundur to Tankaree is about.....	1 6
JUMBOOSUR,.....	10 0
Kooraul, *sm. dh. and ws*.....	10 7
Padra, *large dh. t. and ws*....	13 1
Road deep and sandy to cantonments.	11 4
Total miles....	47 2

CXXXVIII.

TANKAREE TO BAROCH:

Places, &c.	Distance between. M. F.
The bundur to JUMBOOSUR, *vide* CXXXVII.....	11 6
Jumboosur to BAROCH, *vide* CXIII.....	29 2
Total miles....	41 0

CXXXIX.

CAMBAY TO TUNKAREE BUNDUR AND JUMBOOSUR, VIA KAVEE:

Places, &c.	Distance between. M. F.
From Cambay across the mouth of the Muhee to KAVEE. 3,000*h*.....	8 0
Pass Kaunpoor, Jutram, and Muzzufer to TUNKAREE, 400*h. chiefly Borahs*.....	15 0
Total miles....	23 0

Note.—Road tolerable, country open, supplies and water abundance at the halting places.

At Kavee is a Jain temple, admired for its size and architecture. A fair which is well attended is held here annually by the Jain Banyans.

From Kavee the road to Jumboosur passes Naar, Kowlee, Bodur, and Kotaseer, distance estimated 15 miles. The country is fertile and open, but the road in the rains nearly impassable.

CXL.

FROM GOGO OR GOGEH TO PALITANNA:

Places, &c.	Distance between. M. F.
Bhoomly, 60*h. ws. and N. which cross*.....	2 6
Thordy, 200*h. N. and ws.*	2 4
Peetulpur, 70*h. N. and ws*....	2 3
Cr. 3 *N.* to Koabry, 100*h. N. and ws*.....	1 6
Cr. Survain *N.* to Ookulla, 70*h. N. and ws*.	1 5

Places, &c.	Distance between. M.	F.
Pass Ookulla hill and cross several *N.* to *chota* Kokra, 80*h.* *N. and ws*.....	3	7
Cross 5 or 6 *N.* to Ugecaly, 260*h. Roopen R*.....	5	3
Tanna, 250*h. N. and ws*.....	3	4
Loawardra, 60*h. N. and ws*....	2	4
Cross Rujjawul *R*.....	4	6
Cross Kauro *R.* to Paulitanna, 1,000*h. R. t. and ws*....	4	2
Total miles....	35	2

Note.—Paulitanna is 1½ miles from the Shaitrojee or Seetrunj hill, on the summit of which are a number of handsome temples. The ascent 2m. 3f. is rather difficult.

CXLI.

GOGO to RAJKOT:

Note.—Gogo is almost surrounded by a creek, which at high water admits of large boats coming close up to the town. In the S. W. moonsoon it is a safe roadsted to which vessels may run in case of parting with their anchors in Surat road. Vessels from 50 to 300 tons are built here. The town is large, affording all kinds of supplies and good water, and there are two public bungalows for travellers. Bhownuggur is distant 11½ *m.* partly over a muddy run in many places very swampy.

Cross 2 *N.* and pass a well to Awannia, 60*h. ws*.....	5	0
Cross 2 *N.* to Malunka, 50*h. Kauro R. and ws*.....	2	3
Huddywarra, 50*h. N. and ws*...	1	5
Seedsur, 70*h. N. and ws*.....	3	1
Wurty, 250*h. R*.....	3	5
Kurty, *R. and ws*.....	2	1
Boojapoora or Bojaparu *R*....	2	0
Neesda or Neysra, *ws*.....	1	2
Ghoonglee or Gaunglee, ...	2	5
Mingalanoon or Mugulhanna, *s. v. ws*.....	0	6
Nuwagaon, *s. v. R. and ws*....	1	3
Palree, *s. v. R*.....	0	7
Ookeraroon or Ookulla, 150*h. t.*	1	0
Dharuka or Dharooka, 100*h. R. supplies scanty*.....	3	4
Peempurawulee, 50*h. R*	3	4
Neengaloo or Lingalla, 80*h. R.*	4	0

Note.—From Gogo to this place is under the Bhownuggur Rajah, supplies are scanty even at the halting places.

Limda or Limra, *a grassiah village*, 100*h. ws*.....	6	4
Bhandwar or Mandwa, *s. v. ws.*	4	4
Dhusar, *s. v. ws*.....	4	0
* Deerlee, 70*h. ws. a charon village*.....	4	4
* Sawud or Sourind, 150*h. Dewanjees, R. and ws*.....	3	2
Gool-Kotree, *s. v. ws*.....	2	4
Babera, 80*h. R.*	3	4
Oontwad, *s. v. ws*.....	7	2
Petaan-Kotra, Odawala, *a catty chief*, 250*h. and ws.*	3	0
Jugwud, *s. v. ws*.....	3	4
Autkot, 75*h. R*.....	2	2
Sundeeala, 40*h. R*.....	3	4
Bheelgaon, *in ruins*, *R*.....	2	4
Hulinda, 100*h. R.*	3	0
Sirdhar, 1,500*h. a tank about 3 miles in circumference*,....	5	4

Note.—Sirdhar was formerly the chief town of Hallar, but for the last 50 years has been gradually on the decline, the residence of the chief (Thakoor Sorajee) being changed to Rajkot.

Uneeyala or Unnealla, *s. v. R.*	6	2
Pass Tromba to Teralla.....	6	6
Rajkot.....	5	0
Total miles....	116	0

Note.—Measured to Ookella, the rest estimated.

CXLII.

From GOGEH or GOGO to POORBUNDUR, via Umraily, Jaitpoor, &c:

To Seedsur, *vide* CXLI.....	12	1

Places, &c.	Distance between M.	F.
Cross Kauro *N.* twice to Phurriadka, 70*h. Malaisry R. and ws.*	3	1
Cross 3 *N.* to Sooruddra, 60*h. N. and ws*	2	1
Jaulia, 35*h. Koryaury R.*	2	1
Cross *N.* to Droopka, 40*h. N. and ws*	1	2
Pass a well	2	1
* Shewr, *walled town, Raj of Bhownuggur's*, 1,200*h. Goomty R.*	1	3
Cross *N.* to Wurrawur, 50*h. ws*	1	6
Burra Soorka, 70*h. R. and ws.*	0	5
Cross Ranapeeply *R.* a *N.* and Phulkoo *R.* to Kautoria, 60*h. R. and ws*	3	3
Cross Kawro *N.*	0	4
Wow, 60*h. ws*	1	4
Cross Doongurria *N.* to Bujjoor, 60*h. ws.*	1	3
Eeswurria, 120*h. R. and ws.*	2	4
Cross Phulkoo *R.* and 2 *N.*	0	7
* Sunnosra, 100*h. N. and ws.*	2	1
Cross 3 *N.* and Gudooly *R.*	3	4
Cross 2 *N.* to Bhootia, 110*h. N. and ws.*	0	5
Cross Pautaulia *N.* to Hurmuttia, 90*h. N. and ws.*	3	6
Pass a well and cross Soaupry *N. to Maundvy*, 200*h. N. and ws.*	3	3
* Cross Nukly *R.* and a *N.* to Bhummurria, 60*h. N. and ws.*	1	4
Dhamail, 70*h. R. and w.*	3	2
Cross Rungoly *R.*	0	2
Paudersinga, 80*h. ws.*	3	4
Ingorala, 50*h. ws.*	2	4
Assoonder, 50*h. ws.*	2	1
* Aukaula, 60*h. N. and ws.*	2	4
Cross 3 *N.* in	2	5
Peepurria or Peeplia, 100*h. ws.*	2	3
Wurrusra, 100*h. ws.*	1	2
Eeswurria, 50*h. ws.*	2	6
Umraily, *R. and ws.*	4	1

Places, &c.	Distance between M.	F.
Note.—Umraily is the chief seat of the Guikwar authorities in Katteeawar, and the station of the auxiliary horse of that government. The works surrounding it are very good. A bungalow is in the town for travellers. From Shewr there is another road to Umraily, south of this and a little nearer, but it is very bad, and carts cannot travel on it.		
Cross Tharby and Wuddy *Rs.*	0	3
Pass a pagoda and water house	1	6
Wuddayra, 60*h. ws.*	3	1
l. 6 *f.* Burwaula,	2	5
Umrapoor, 60*h. ws.*	2	3
Cross *N.* to Kookawow, 70*h. N. and ws.*	4	0
Cross Soorwa *N.* to Urjunsuk, 60*h. ws.*	6	0
Cross *N.* to Moarwa, 60*h. R and ws.*	3	5
* Cross *N.* and Soorwa *R.* to Vurria, 70*h. R. and ws.*	2	4
Cr. Soorwa *R.* twice, and 2 *N.* to Chaurunnia, 70*h. R. and ws.*	2	4
Summundyala, 30*h. N. and ws.*	2	1
Thanna-Galoal, 120*h. Galolia R.*	4	0
* Cross 6 *N.* to Jaitpoor, *R. and ws.*	5	6
To Poorbunder, *vide* CXXV.	73	2
Total miles....	192	6

CXLIII.

GOGO, along the coast to MHOWA:

Cross 3 *N.* to Goondy	5	5
Cross Malaisry *R.* to Koliak,	0	3
* Pass Allapoor, and cross *R.* to Moorchund, *the road bad, but that by Kursalia is good*	6	4
Kuddurpoor, *l. v.*	4	7
Pass Juopoora and cross Paunsry *R.* at Mandwa,	1	7
Cross *R.* at Sonsya,	1	6
* Cross *N.* and *R.* to Allung and Munaur,	3	2

Places, &c.	Distance between. M. F.
Cross Veejpoora *N.* to Burapoora,	1 6
Cross Patro *N.* to Pandary,	4 1
Truseera,	2 5
Cross Shaitroojee *R.* to Dekana	2 1
Cross *N.* and pass a bowree near Sakwuder to Kundaira	4 6
Across several inlets to Gudoala	3 5
Pass a tank to Gopeenat pagoda	1 2
Note.—The pagoda is a handsome structure, and is said to have cost the founder, Barbhaee, a banyan, 5 laks of rupees.	
* Pass a pagoda to Jauzmeer.	4 2
Purtabpra	2 1
Cr. a Kharee, 2 *N.* and Bhuggur *R.* to Dauta	5 2
Cr. 2 *N.* to Kutukra	2 6
* Kulsaur, 6*f. from the sea*	4 2
Nayp, *on the left*	2 6
Ruins of Waugnuggur	3 5
Cr. 2 *N.* and Maulun *R.* to Mhowa, *a considerable town, fortified and well built*	3 3
Total miles	72 7

Note.—This does not appear to be the most direct route.

CXLIV.

MANGROL to POORBUNDUR:

(*Along the coast.*)

Places, &c.	Distance between. M. F.
Mangrol to Muktopoor	1 3
* Pass Ruyj and Loaj to Seel, *bad road*	5 3
Pass Jheryawara to Ajak	5 1
* Madupoor *and fort having* 8 *or* 10 *guns*	5 0
Cr. *R.* to Pauta	3 1
r. 2*f.* Jingria	1 2
r. 4*f.* Nais	6 5
Rautia	3 6
* Nuvvee, *a sea port of some consequence, boats of* 60 *or* 80 *tons come up to the town*	3 3
Ferry *over the creek*	0 1
* Toonkra, ½*m. from the coast*	6 7
Enter a kharee	0 3
Over to the west side	1 0
Poorbundur	9 4
Total miles	52 7

CXLV.

JAFFERABAD to GOGLA:

(*Opposite to the island of Diu.*)

Note.—Jafferabad a walled town belonging to a Siddee is situated on Ruyndy river. It has a good harbour, and excellent bundur, and was formerly a place of commercial consequence. The chief was admiral of the Moghul's fleet before this office was transferred to the Company in 1758.

Places, &c.	Distance between. M. F.
Along the creek to Wadayra	4 1
Bulana, *on the right*	1 7
Raonsyah, *l. v.*	2 5
Through the creek and cr. Bhadia *R.* to Kulrywurra	3 1
Cr. Rupen *R.* twice and Maulun *R.* to Sunukra	2 5
Cr. Rowel *R.* and Pauyt *N.* to Doodalla	2 1
Over Rajpoor Kharee	4 3
Seemur, *small Portugueze town*	5 5
Cr. Sahur *R.* and a creek to Sainjulya	3 3
Rajpoor	2 2
Cr. Moochundury *R.* to Dilwarra	2 0
Pass Rampoora and Jakurwarra to Novibundur	3 2
Pass Naundhun and Mandwee	3 3
Gogla	2 6
Total miles	43 4

Note.—Gogla, a Portugueze fortified town on the creek separating Diu

Places, &c.	Distance between. M. F.
from the main land, and which is sometimes passable at low water.	
Diu is garrisoned by a native Portugueze battalion officered from Europe.	

CXLVI.

PUTTUN SOMNAUTH OR PUTTUN VILLOWEL TO POORBUNDER:

Note.—Puttun Somnauth is a large ancient Hindoo town, but it is celebrated as much for the number of its mosques as of its temples. The wall is fast going to decay, but on the land side is a deep ditch excavated in a rock. It was taken 19 years ago by escalade on the sea side, from the Mangrol chief, by the Nuwab of Joonagurh.

The Hindoo pilgrims bathe at the junction of the rivers Hurna, Kupula, and Sirsuttee. The great fame of this temple in former times throughout the east, attracted the attention of Mahmood of Ghizni, who, out of a bigotted zeal for his own faith, led an army against it. He succeeded in taking Puttun, which he plundered, and destroyed the temple. The present temple was erected by Alia Bhye, the wife of the first Mulhar Rao Holkar (*vide Malcolm's Central India*) a woman whose piety and beneficence have spread her gifts in every part of India. On the banks of the Sirsutty, about a mile from Puttun, is the place where Shree Krishna received the wound that terminated his incarnation.

VILLOWUL OR NEROWEL.....	2	6
Note.—This is an ancient fortified town, the only sea port in the Nuwab's dominions; there was formerly a great trade with Luckputbundur.		
Cr. Dewka *R.* to Daury.....	4	3
Audry, *t. v. and strong ghurry*	3	0
Pass Seemar and Sukpoor and cross Kaumba *R.* to Choorwaur, *fortified and populous, inhabited chiefly by banyans.*	6	1
Pass Kookuswara and Langry *R.* to Hureena.....	4	2
Pass Suryud, *and cr. Noally R.*	2	0
MANGROL, *W. gate*.....	2	7
MANGROL, *E. gate, 2m. from the sea*.....	1	0
Tobal miles	26	0

Note.—The chief is a tributary of the Nuwab of Joonagurh. He has a handsome palace built by his ancestor, the first of the dynasty who usurped the sovereignty from his master, a Maratta.

CXLVII.

RAJKOT TO JOONAGURH, VIA GOONDUL AND JAITPOOR:

Pass pagoda, and cr. *N.*.....	2	6
Koathauria, *small fort, 100h.*.	2	4
Kokurdhur, *80h*.....	2	5
Cr. *N.* and Kokurdhurry *R.*..	0	4
Cross over a low range of hills, *called Sirdhary*.....	3	7
Cr. *R.* to Goondasurra, *120h.*..	1	4
Urdury, *small fort, 150h*.....	2	1
Cr. *R.* and *N.* to Hurmuttala, *100h*.....	1	7
Cr. Goondasurry *R. twice*.....	1	3
Cr. *N.* to Simla, *80h*.....	0	3
Cr. *N.* to Vairy, *70h*.....	2	2
Cr. Ashuppurria *N.* to a pagoda.....	1	4
Cr. 3 *N.* to GOONDUL *fort*, *1,800h*.....	1	3
To JOONAGURH, *vide* CXXIV.	41	1
Total miles....	65	6

CXLVIII.

RAJKOT TO JOORIA BUNDER:

(*Estimated.*)

Turghuree, *80h. R.*.....	12	0
Rampoor, *20h. R.*.....	2	0
* PURDHUREE, *1,000h. Adjee R*.....	4	0
Seyala, *20h. R.*.....	8	0

Places, &c.	Distance between. M.	F.
* Dhurol, 600*h. R*.....	6	0
Bhadurdee, 5*h. R*.....	4	0
Bhadra, 60*h. R*.....	1	4
* Jooria Bunder, 1,500*h. R.*	5	0
Total miles....	42	4

CXLIX.
RAJKOT to MORVEE:

Cross the Ajee *R*.....	1	0
Cross Lalpooree *R*.....	2	4
Bhedee, 20*h. Lalpooree R*....	3	0
* Guwreedur, 60*h. Ajee R*....	4	0
Wuddala, 160*h. ws*.....	5	1
Meetanna or Meetanoo, 100*h. Dummye R*.....	6	1
* Hudmutaloo or Hurmutteea, 25*h*.....	2	3
Tankaria, 700*h. ws. Dummye R*.....	6	3
* Beerpoor, 30*h. ws*.....	5	3
Sunnalla or Sunaloo, 50*h. ws*..	3	3
Morvee, 4,000*h. l. b. Muchoo R.* (*dák*).....	4	0
Total miles....	43	2

CL.
POORBUNDER to RAJKOT:

Cross the creek (Kurruklyka Turr).....	1	7
r. ½ *m.* Rungawa, ...	2	0
Cross *N.* to Wunnana, *des*.....	1	6
Cross Ranvaikra *N*.....	2	1
W. gate of Ranawow, 400*h. and Cr. N*.....	2	5
Cross Torunia *N. 7 times in*...	3	4
Cross Dangawa and Manukvaikry *N*.....	3	2
Cross Billaisry *R.* to Tursaee. 250*h*.....	2	0
Cross Kaunsalia *N*.....	2	1
Cross Munsaur *R.* to Waunsjullia or Wasdala, 150*h*.....	1	1
Cr. *N.* to Sullanpur, 150*h*.....	3	4
Cross 2 *N.* and Day *R*.....	1	6
Cr. Maindyaula *N*.....	2	4
Cross 2 conspicuous hills called Shaik and Shaikry,.....	0	4
Cross Kurvausia *N*.....	3	3
Cross 7 *N.* and Moowaul *R*...	2	6
Seedsur, 300*h. Vinnoo R.*	3	3
Note.—This march is through a thick jungle, difficult for cattle and carts.		
Waulasrun, 200*h. N*.....	2	5
Salowry, 200*h. Phooljur R*....	2	5
Cross Phooljur *R.* to Bootawudder, 180*h*.....	3	2
Cross Seernoy *N.* to Buggudra, 70*h*.....	3	1
Cross Phooljur *R.*	0	7
Cross branch of Saunkly *R*....	2	3
* Camp near Marwasa, (4*f.*) 100*h*.....	0	6
Cross 3 *N.* to Oomraula, 200*h. Moaj R*.....	3	2
Chaumdy, 100*h*.....	2	1
Cross *R.* to Toada, 150*h*.....	3	4
Baumungaon, ...	3	2
* Kurrairy, 100*h. ws*.....	3	5
Cross Maunderdy, *N*.....	1	7
Dairy, 160*h*.....	1	3
Cross 3 *N.* to Wuddaul, 100*h*.	2	0
Chaundly, 70*h*.....	3	6
Cross Roopawutty *N*.....	2	2
Bairia, 150*h*.....	1	2
Cross 3 *N.* to Cheebra or Cheevra, 300*h*.....	1	6
Wagodur, 120*h*.....	3	5
Cross *R.* and *N.* to Kunkot, 120*h*.....	2	0
Cross *R.* to Mowa or Moodee, 80*h. Phooljur R*.....	3	7
Cantonments near Rajkot ...	3	3
Total miles....	99	5

Note.—The 3d and 4th marches will be found very difficult for carts, camels, and other animals that may travel it. It is a little to the eastward of the road generally marched via Jodhpoor, which follows.

Places, &c.	Distance between. M. F.
CLI.	
From NOWANUGGUR to MUDDI, in Okamundel:	
Nowanuggur to *Nana* Beyrajah.	1 7
Mota Beyrajah.....	1 4
Kerpoor or Hirpoor, ...	3 2
Cross *N.* and Surseoi *R.* three times to *mota* Chickauree...	2 6
Pass a well and cross a ravine at	3 4
Ascend a slope of *5 f.* and then along table land to Pudanna.	2 7
Lackia,.....	2 5
Rasunpoor, ...	1 5
Pass a well *at* 2 *m.* and Nagra *at*.....	5 1
Ford Ghye *R.* and a *N.*.....	0 6
Kambalia, *a large trading town and fortified. Its sea-port is Shryearbundur a small town on the same R.*.....	5 6
Cross *N.* with steep banks, *bad ford*	3 1
Pass a large tank and cross *N.* to Kirumdur, ...	3 5
Bhautel, ...	4 2
Cross *N.* at 2½ *m.* and Gudka is at	6 5
Kakurra, ...	2 7
Cross Karreepaut *N.*	3 4
Small hill *on the left*	1 4
Bhautteea, *a walled village of about 200h. with a good ghurry*.....	2 5
Mooktasir tank.....	7 4
Enter a country rocky and covered with milk bush and bauble jungle.....	4 0
Muddi, *s. v. on a ridge of rocky hills with a good tank. An inlet of the sea extends from the gulph of Kutch to within ½m. of the village*.....	2 4
Total miles....	73 6

Note—The country from Nowanuggur is thinly peopled and cultivated, except near the villages, but the roads are pretty good. There is much high grass over the whole country.

Okamundel is separated from the main land by a Runn, over which there are roads across at Pindtaruk or Pintara, and Ghorghur on the main land, and Muddi on the Oka shore. To the last place the road is along an embankment 20 paces broad, erected against the sea, and is passable at all times. Okamundel was inhabited by a number of independent, and formerly piratical, tribes, and the country which is covered with milk bush and bauble jungle, was favourable to their habits. The valleys are partially sown with bajree and jooaree. There are no rivers, and the villages are supplied with water from tanks. Besides the temples of Dwarka and Shunkodwar, there are three fortified places in the province, Aramra, Beerwalla, and Positra. The Gopee Chundun is taken from a tank near the latter place. On the road which leads to Dwarka (which is 10 miles S. E. from Muddi) there are a number of stone baths of a very handsome structure, called Secta Khoond, for the pilgrims to wash themselves in. This wild province has several superb pieces of architecture, and the terrace along the Goomtah (creek near Dwarka) has a number of handsome Dheris of various designs.

Dheengee is 2¾ miles from Muddi, it is surrounded by a very thick jungle principally of milk bush, and Dwarka or Dooarka is 10m. 2f. N. W. of Dheengee.

Places, &c.	Distance between. M. F.
CLII.	
NOWANUGGUR to JOONAGURH:	
(*Stages.*)	
Cheyla, *Rungawuttee R.*.....	7 0
Areekauna, 400*h. R. and ws.*.	9 0
Cr. Roopawuttee *R.*.....	4 6
Goodowree and Nandoorce....	7 6
Issooreah.....	12 4
Geengnee, *Veenoo R. close east.*	11 6

Note.—Town of Joodpoor 3 miles N. W.

Places, &c.	Distance between. M.	F.
Rajpoora	8	6
Ghunnode, *Bhadur R.*	10	6
Waurrodur	12	2
Cross Oobain *R.*	3	4
Joonagurh or Joonuggur	12	4
Total miles	100	4

CLIII.

NOWANUGGUR to MALLIA and WAUNDIAH:

Nowanuggur to Cheyla, *Nagnee R.*	1	6
Kimleeah	5	0
Jamboora, 40*h. ws.*	10	1
Hurreanna, 400*h. R. and ws. dh. garden*	7	1
Hujamchoora, *bad water*	12	6
Cr. Ajee *R.* to Mahadoopoor	4	2
Doodee	5	0
Cr. Dummye *R.* to Amrun or Amroon, 400*h. ts. and ws.*	5	5

Note.—There is another usual road which branches off at Hurreanna, and passing through the towns of Jooria and Balumba meets here the road again at Amrun.

Amrun, a small fort and town, was formerly a large place, and still contains a considerable population. It is at present held with 10 or 12 villages by a descendant of Meroo Kowaus (a minister of the Jam Rajah, who threw off his allegiance) paying 12,000 cowries jumma towards the Nowanuggur tribute. See Note to CXXIII.

Cr. *N.* and pass Pursur to Jinjoora, *a celebrated religious shrine*	6	2
Pass Borki, *des.* to Deysera, *chota, t.*	4	3
Cr. *N.* to Deysera, *mota*, 150*h. t. and ws.*	0	6

Note.—About a mile distant is the village of Wowamia, a small seaport at the head of the gulph of Kutch, but only frequented by boats, from the small quantity of water. The bundur is 3 miles from the village. The gulph is about 6 coss across, and a ferry boat plies here.

Mota Bural, 40*h. t. and ws.*	4	7

Note.—Here the road continues to Mallia, 3 coss. Mallia, since its capture in 1809, has gradually gone to decay, and at present there are scarcely 50 inhabited houses. All traces of a fort or any place of strength are gone, and its Meyanna inhabitants have retired to Sind. These Meyannas originally came from Sind, and found employment with the Mallia chief. They excelled the Kattee troops in courage, were the best swordsmen in the country, and were celebrated for the celerity and secresy of their night attacks, the object of which was usually plunder. The chief of Mallia collected a pall on nearly every village from Mallia to Nowanuggur.

Nana Bural, *fort and village*	3	3
Pass Bowarra, *des.* to Nowatullao	3	5
Enter the Runn	0	4
Leave the Runn	6	5

Note.—Low banks on both sides, and good water.

Wandeeah, *opposite to Mallia*	4	4
Total miles	86	4

CLIV.

BHOOJ to LUCKPUT BUNDUR:

* Cr. 3 *N.* to Munkooa, *s. v. few supplies*	8	2
Potree, *s. v.*	5	0
* Mujhill. *l. v. t. and ws.*	6	4
Krikubetta, *s. v.*	3	2
* Anjia, *m. v. t. and ws.*	5	2
Over two small ghâts, *but good road to* Nukutrana	3	6
* Muttul, or Muttaul, *m. v. ts. and ws.*	6	5
Cr. *R.* to Oguldee, *m. v. R. and ts.*	5	0
Vigoree, *m. v. R. and ts.*	4	0
* Gorranee, 5 *or* 6 *ts.* 30*ws.*	4	1
Malka, *s. v. ts.*	5	0
Paneler, *s. v. t. no supplies*	4	0

Places, &c.	Distance between. M. F.
* Kora, *s. v. 20h. ts.*	4 0
Dareesa, *s. v.*	6 0
Omersara, *s. v.*	4 0
Luckput	6 4
* *Total miles*	81 2

Note.—With the exception of Anjia and Mujhill, the villages afford few supplies, and troops marching this route without a bazar would experience great inconvenience. The road appears to be good throughout, but more or less sandy; like, I believe, most of the roads through Kutch. An exception of this is the march from Muttul to Gorrance which is stony, and where two small ghats occur.

For the convenience of supplies the following route has been recommended. From Nakutrana (as above) to Jerodar 3 coss, a large village, containing abundance of grain; Kumbree 3 coss: Gorrance (as above) 3 coss.

CLV.

BHOOJ to MANDAVEE:

Begin the ascent of a rocky range of hills	4 0
A good dhurumsala at the foot of a range of hills	8 2
Keyra or Kéra, *fort, Barrapoor R.*	13 2
Phauradee, *and fort*	11 7
Mandavee	13 3
Total miles	50 6

CLVI.

BHOOJ to ANJAR:

Bhooj to Lukhoond	6 5
Pass Raeeloo and Gundar to Rutnaur, *t. and ws.*	12 1
Shahpoor	4 5
Anjar	4 6
Total miles	28 1

Note.—Toonia bundur is reckoned 10 miles from Anjar.

CLVII.

From DEESA to MHOW, via Pahlanpoor, Ahmednuggur, Morassa, Loonawarra, Dohud, and Jubbooah:

1st stage. To Chundeysor, *Nuwab of Futteh Khan, Pahlanpoor.*	9 2

Note.—Deesa cantonments, *l. b.* of Bunnas R. are about 3 *m.* N. E. of the town of Deesa. Pass Bhoen, and Rassona, on a heavy road to Chundeysir; supplies scarce, and water from two pucka wells 100 feet deep.

2d. Pahlanpoor, *chief town and residence of Nuwab Futteh Khan*	8 5

Note.—Pass Bahadurpoor and Cheeroka, road heavy, supplies and water abundant: on route ford Lurbad R.

3d. Mahomedpoor, *a small bazar, well water*	9 4½

Note.—Pass Lollawarra, Futtypoor, Khurreea, and Wurgaon, the road heavy sand: on route ford the Umursuttee. Here ends the territory of the Nuwab of Pahlanpoor. A British agent resides with him, to whom all requisitions for supplies, carriage, &c. should be made.

4th. Kherolee, *supplies and water abundant*	14 0

Note.—Pass Myapoora, Koodram, and Mudurpoor: on route ford the Koorka.

5th. Ballasuna, *Bhaput Sing Thakoor's, a small bazar*, Saburmuttee *R.*	12 0

Note.—Pass Sipor and ford the Roopin.

6th. Eeder, *Rajah Gumbeer Sing's*	14 1¾

Note.—Pass Aora, Ruttunpoor, and Saorpoor, ford the Saburmuttee and Wulmee, and 5 N. to camp, 1 mile north of Eeder. Road through heavy sand the greater part of the three last stages. Eeder, the principal town of a flourishing and cultivated pergunnah of 617 villages, lies on the declivity of a hill, and is protected by an upper fort of great

Places, &c.	Distance between. M. F.
natural strength. From the hill a stream of water passes through the town. The country to the N. and E. of Eeder for several miles is a succession of small hills with passes, many of which are secured by gates.	
7th. Buktapoor, *Manna Thakoor's, bazar, N. and ws....*	11 7
Note.—Pass Chappawarra, Netrowlee, Douramlee, Hingley, and Lallasun, and ford 4 N.	
8th. Ahmednuggur, *Rajah Kirn Sing's*.....	5 3
Note.—Pass Hessitpoor and Rampooreea.	
Harreal, *Rajah Kirn Sing's, 6s. 15ws.*	4 0
9th. Runoasun, *Thackoor Muckund Sing's,* Mehna *R. small bazar*.....	10 0
Note.—Pass Pursel, Neekola, and Kabodra, cross the Kareea, and ford 3 N.	
10th. Morassa, *Honourable Company, and Rajah Kirn Sing's, 3,000h. supplies abundant*.....	13 1
Note.—Pass Rumwas, Dhakrolee, Elaree, and Rusulpoor, cross the Mehuna and Mejoom river, and ford 2 N. to Morassa. The road heavy in many places, but frequented by hackeries the 4 last stages.	
11th. Malpoor, *the Raoul Tukht Sing's, 1,000h. good bazar, t. and ws*.....	13 6
Note.—Pass Sakeera, Jhugoreea, and Pureea, and ford 4 N.	
12th. Beerpoor, *Nuwab of Ballasinore*.....	14 4½
Note.—Pass Rekhoureea, Hellond, Ghatro, Omurreea, and Burrora, cross the Watro, and ford 4 N. the road is a narrow hackery track through close jungle, from Ghatro to the Watro R. about 6 miles.	
13th. Loonawarra,.....	10 7
Note.—Pass Serarree, Haddol, Morwarra, and Gohunke, ford the Muhee, and Biree R. and 2 N. Road a tolerably good hackery track, with exception of the ford on the Muhee at Haddol which is rugged. From Mahomudpoor to Loonawarra is through the territories of H. H. the Guikwar.	
14th. Anjunwah, *Rajah of Saont's, no supplies*.....	12 4
Note.—Pass Chowrees, Ukuldee, Rampatel and Saont: ford the Goodekhal and 3 N. road a good hackery track.	
15th. Haffoa, *Rajah of Saont's, 10s. supplies scarce, ts. and ws.*	14 7½
Note.—Pass Khurdaree, Padree, Sonwall, Limda, and Bhajella; ford the Padree and Runnar rivers, and 4 N. road bad for carts, but much frequented by them.	
16th. *Name unknown, Sindhia's, bazars of 30s. Massun R. and ts*.....	14 7½
Note.—Pass Kuttagowra, Kanpoora, Kudwall, and Sampoee, ford the Beelara, Teeturee, and Massun, and 2 N. The road, a pretty good hackery track, winds through thick jungle the greater part of the way.	
17th. To Dohud.....	14 4
Note.—Pass Kheree, Harrie, Doongra, Ketee, and Khurare, all scattered Bheel villages; ford the Kalli, and Kankeree, and 4 N.—Road a tolerably good hackery track winding over high ground.	
18th. Kutta or Kutla, *Sindhia's, 3s.*	9 0
Note.—Pass the Dohud and Kaon rivers, and pass Chunwana, a straggling village to the Kalli R. which cross near Kutta, road good.	
19th. Jubbooa, *Rajah of Jubbooa*.....	16 4
Note.—Pass Kungalla, Kallia, Peetoul, Bowree, Kheree, and Kurrawud, straggling Bheel villages, ford the Mood and 7 N. to Jubbooa, the chief town in the petty province of Rath, tributary to Holkar, and along the base of a range of mountains. Road a winding stony hackery track, over an indulating surface, intersected by numerous nullahs. The jungle ends 5 miles from Jubbooa.	
20th. Para, *Thackor of Boree, bazar and ws*.....	13 7½

Places, &c.	Distance between.
	M. F.
Note.—Pass Simleea, Bamun, Rurleo, Bugoee, Rajla, and Bullola, ford the Anas and 22 N. Road as last stage.	
21st. Tirla, *Rajah of Amjherra, 3s. supplies scarce, N. and ws.*	12 6½
Note.—Pass the Bheel villages of Joomko and Pectumpoor; descend the Tirla ghat, and ford 14 N. The road to the top of the Tirla ghat 3½ miles is a tolerably good hackery track, thence it is stony and winds through thick jungle among low hills.	
22d. Bhopawur, *Raj of Bhopawur, Muhee R.*.....	9 7½
Note —Pass Beemrore, and Ringnode, and ford 3 N. Road excellent.	
To Mhow, *vide* CXIV.....	56 6½
Total miles....	327 0½

CLVIII.

From DEESA to MHOW and OUJAIN, via Doongurpoor, Banswarra, and Rutlam:

Deesa to Eeder, *vide* CLVII.	69 1¾
Moretta, *Zalim Sing Thakoor, small bazar, Bherka R. and ws.*	11 6
Note.—Pass Lalpoor, Burowlee, Khanpoor, and Jhanjorra; ford the Bekuru and Gooah R. and 4 N. Hackery road the whole way.	
To Pall, *Thakoor Rao Sing, 400h. good bazar, Hauthmuttee R. and N.*.....	17 3
Note.—Pass Kunadhur, Cheetroree, and Dumtora; ford the Bherka and Hauthmuttee R. and 10 N. Road a good pathway winding through very thick jungle among low hills.	
To Saublee, *Raoul Juswunt Sing's, supplies scarce, 5s. Sapin R. and ws.*.....	14 5
Note.—Pass Kulmee and through the Kulmee ghat. Pass Podur, Amleea, and Boklee. The road leads along the bed of the Hauthmuttee R. to Kulmee, thence along the course of the Sapin about 5 miles, and is good with the exception of a short distance at the Kulmee pass.	

Places, &c.	Distance between.
	M. F.
To Doongurpoor.....	9 6
Note.—Pass 8 villages, and ford the Goongra Nuddi, and 5 N. Doongurpoor is the chief town of Bagur, a hilly tract between Gujerat and Oodeepoor, tributary to the British Government. The road leads along the course of the Sapin Nuddee the greater part of the way.	
The road from Pall is a good pathway frequented by Brinjarries, and with little labour it might be opened for carts. The Doongurpoor pass is the most northerly in Gujerat, and the Muhee in its vicinity divides Gujerat from Malwa. The town is 95 miles N. E. from Ahmedabad.	
To Poonalee, *Raoul of Doongurpoor, 4s. t. and ws.*.....	13 6½
Note.—Pass Bheelree, Khera, Sollee, Dobura, and Nairreneea, and ford 3 N.	
To Kutteesur, *4s. ws*.....	8 6¼
Note.—Descend the Bowlee ghat, and pass Khuleel; road a rough pathway, quite impassable for carts of any description.	
To Mhetwarrah, *Raoul of Banswarra, bazar, ts*.....	14 0
Note.—Pass Nipanee, Boregaon, and Paloda, cross the Sakeeleea, and Muhee R. and ford 2 N. The Muhee is crossed at Chitree ghat, but the cart road strikes off at Paloda, and crosses the Muhee about one mile above.	
To Koallah, *Raoul of Banswarrah, supplies scarce, ts.*.....	12 5½
Note.—Pass Oombarro, and Sagwarra; ford the Champ or Samp, and one N. The road a good pathway, but not practicable for carts.	
To Banswarra, *Raoul of Banswarra, tributary to the Company*.....	10 3¼
Note.—Pass Gurkeea, Koppra, and Loda; ford the Champ and 4 N. road practicable for carts.	
To Surwun, *chota, Thakoor Gopal Sing, Negdeea R.*.....	14 3¾
Note.—Pass Bursora, Punchunwassa, Wakh, Chapereea, and Lalpora, ford the Kagdee and Muhee R. and 3 N. The road a tolerably good	

Places, &c.	Distance between.
	M. F.
hackery track, winding through jungle, and among low hills, but the Mahee at Punchunwassa ghat presents great impediments to wheel carriages from the steepness of its banks.	
To Surwun, *burra*.....	12 6
Note.—Pass Kurchee, Bhatkera, Puroo, Semulpoora, and Guratee, cross the Negdeea, and ford 9 N. to the Poonun Nuddi, 1¼ mile west of Burra Surwun. The road a rough hackery track winding over a succession of stony heights and rocky hollows.	
To Seylana, *Rajah Lukshmun Sing, tributary to Sindhia*.....	7 6¼
Note.—Pass Peepleepoora, ascend the Seylana ghat, and pass Hurora, ford the Poorun and 1 N. The road is a hackery track, covered with sharp stones.	
To Rutlam, *Rajah Purbut Sing's, tributary to Sindhia*, 2,000*h*.....	13 1½
Note.—Pass Damnod, Beelunpoor, and Burror, over a good road to Rutlam.	
Supplies and water in abundance at the whole of the stages from Banswarrah, except at Chota Surwun.	
To Boola, *Rajah of Seylana*, 7*s*. *N. and ws*.....	14 5
Note.—Pass Duror, K. Beclapak, and Duntoreea; and ford 6 N. Road excellent.	
To Pitlowdeea, *Sindhia's*,....	9 1½
Note.—Pass Runeejah, K. over a good road, and ford 1 N.	
Assowta, *Sindhia's*, CI.....	12 0
Deypaulpoor, *Holkar's*, vide CI.....	11 7½
Burra Baitma, *Ditto*, vide CI.	12 4½
Mhow, vide CI.....	15 4½
Total miles....	306 4

Note.—The route to Oujain branches off at Deypaulpoor to Doomadh, 11*m*. 6*f*. and Oujain, 16*m*. 3*f*.

From Doongurpoor to Banswarra is under the local agent in Bagoor; Banswarra to Boola under the local agent at Mehidpoor; Boola to Mhow under the resident at Indore.

Places, &c.	Distance between.
	M. F.
CLIX.	
From DEESA (*Camp*) to ABOO:	
To Pahlanpoor, *vide* CLVII.	17 7
Cheetrasenee, ...	8 3
Surrootra, *Bunnass R*.....	12 4
Girwur, ...	11 5
The base of Aboo, ...	3 4
A spring of indifferent water..	2 4
Gooroo Wasut Noonees temple, the principal in Aboo.....	1 0
The Summit of Aboo, *about*...	0 6
Total miles....	58 1

Note.—Water and supplies abundant the whole way, except at Surrootra and Girwur, where grain only is scarce. This route is practicable to wheel carriages as far as Girwur, but in many parts the road is extremely heavy. From the base of Aboo to the summit the road is extremely rugged, and the ascent occasionally very abrupt and impracticable by cattle.

Note.—The hill of Aboo contains several magnificent temples built principally of marble, and images, which do not less display the genius of the sculptor, than they excite the wonder of the traveller as to the means employed to bring them there; each image being represented as one solid piece. The climate is remarkably cool for the latitude, between 24° and 25°. In the hottest months the water is as cold as it is in the cold season in other parts of India. The hill is stated by natives to be 24 coss in length by 12 in breadth. The face of the country on the hill is rugged and hilly, but the valleys produce abundant crops of grain. Vines loaded with grape, mango and date trees, with the wild rose, are all to be met with.

CLX.	
PAHLANPOOR to AJMEER, via KALLUNDREE:	
Booteyree, 15*s*.	8 0
Dantewara, 2 or 3 *s*.....	7 2

Places, &c.	Distance between. M.	F.
Through thick jungle to Pantawara, 24*s*.	11	2
Mundar or Mudar, *Sirowi*, 12*s*.	7	0
Rewdur, *Pahlanpoor*, 200*h*. *R*. *and t*.	11	2
Note.—Here ends the territory of Pahlanpoor.		
Hauthul, 200*h*. *R*. *and ws*.	4	0
Pomera, 2 *or* 3*s*.	5	4
Note.—Here the road strikes off to Sirohee or Sirowi through Meroo, Humeerpoor, and Sendrut.		
Balda, 2 *or* 3*s*. *supplies scarce*.	10	0
Kallundree, 12 *miles W. of Sirowi*.	8	0
Mondlo, 3*ws*.	8	0
Oode, 10*ws*.	3	0
Undore, 4*ws*.	4	0
Sugalia, 4*ws*.	5	0
Bhebeewarra, 5*ws*.	4	0
Bambeewara, 7*ws*.	3	0
Poshallia, 9*ws*.	1	0
Amlawass, 6*ws*.	2	0
Note.—Here ends the Sirowi territory.		
Lubalo, 5*ws*.	2	0
Povanlo, 7*ws*.	3	0
Suldhurree, 10*ws*.	3	0
Poorro, 6*ws*.	1	0
Pomaoo, 4*ws*.	2	0
Note.—Here a road is said to branch off to Oodeepoor, which is described as follows; To Watee, 800h. 8 coss: thence to Ghanora, the chief town of Godwar, and containing 3,000h. 6 coss: here enter a bad ghât; Keelwara, 100h. is 5 coss: hence pass Munjara and Gangura, the celebrated town and temple of Nathdwara, 3,000h. 15 coss: Dilwara, 200h. 7 coss: and through a difficult ghat to Oodeepoor is 11 coss.—The whole road from ghanora is described as extremely bad and rocky, impassable to carts, and in some places obliging horsemen to dismount. By another route Ghanora is only given at 15 coss from Sirowi, and thence to Oodeepoor 24 coss more.		
Cross *N*. to Sindwanee, 5*ws*.	3	0
Dojanno, 7*ws*. *t*.	4	0
Sandairo, *t*. 20*ws*.	2	0
Akdurro, *t*. *and* 3*ws*.	5	0
Beramee, 15 *ws*.	3	0
Sansairee, 15*ws*.	4	0
Sangaheira, 10*ws*.	7	0
Khore, 7*ws*.	4	0
Beesallo, 11*ws*.	4	0
Bapoonee, 9*ws*.	3	0
Kharwa, 25*ws*.	3	0
Jhukwara, 7*ws*.	5	0
Sunlo, 9*ws*.	8	0
Bassnee, 11*ws*.	5	0
Sojode, *Sooklee R*.	5	0
Khokra, 10*ws*.	3	0
Sandeea, 20*ws*.	3	0
Chindawul, *l*. *v*. 50*ws*.	3	0
Rampoor, 11*ws*.	4	0
Cheewaut, 5*ws*.	4	0
Ugwa, *N*. *and* 15*ws*.	4	0
Jytarun, 3,000*h*. 40*ws*.	4	0
Tullakeo, 8*ws*.	4	0
Peepleo, 5*ws*.	1	0
Cross Sooklee *R*. to Khairla, 11 *ws*.	3	0
Bullearo, 7*ws*.	4	0
Rywaree Bas, 15*ws*.	3	4
Amerpoor, 10*ws*.	2	0
Koochailyea, 20*ws*.	4	0
Dhunaryea, 7 *or* 8*s*. 7*ws*.	4	0
Note.—Here ends the Joudpoor territory.		
Koorkee	4	0
Pass Reechmalo to Peesangun,	8	7
Pass Bodhwara and Noaryawass to Bhaonta or Boonta, *N*. *and ws*.	8	1
Pass Tubeejee and Bajeshree to Nusseerabad,	8	3
Total miles....	258	1

Note.—Estimated, I imagine, from cosses, but from comparison with measured routes on part of the line, generally very correct.

This is the best route, though perhaps an unsatisfactory one, selected from several between the same points.

CLXI.

NEEMUCH to NUSSEERABAD CANTONMENT near AJMEER:

Places, &c.	Distance between. M. F.
To SANGANEIR, vide CLXII..	76 4
Lamba, *chota, s. v*.....	13 6
Cross Kooree and Mashee *R.* to Dabla, ...	11 6
Deoleea, *Ajmeer, l. v*.....	14 2
BUNAEE, *K. Ajmeer*.....	10 2¾
Jurevossa, *Ajmeer, s. v*.....	11 4
NUSSEERABAD,.....	7 4
Total miles....	145 0

CLXII.

FROM NEEMUCH to MUTTRA:

Places, &c.	Distance between. M. F.
From the Cavalry Quarter-guard to Janoutee, *s. v*.....	2 6
Goomroutee, *s. v. tank*.....	1 4
Kunka, *s. v*.....	3 6
* Nowa or Niagaon, *Sindhia's, s. v. tank*.....	3 6
Peepra, *s. v*.....	3 7
Cross a *N*...	0 6
Neembara or Neemakhera, *Meer Khan's*.....	1 0
Cross *N. road good through jungle*.....	6 1
* Sawa, *l. v. Sindhia's, good road*.....	4 3
* CHITTOOR OR CHITTOREGURH, *Oodeepoor; Bareech R. over which is a fine pucka bridge*.....	10 0
Cross a *N*.....	1 5
Chundaira, *s. v*.	2 0
Cross *R.* to Poothlae or Poojoodee, *s. v. close to a hill*..	2 0
Hurrilla, *near a hill*.....	2 0
* GUNGRAR, *Oodeepoor; fort and lake*.....	4 0
Cross Pooneamea *R*.....	6 2
HUMEERGURH, *Oodeepoor; town with hill fort and lake*.	3 7
Cross Bunass *R*.....	1 4
Mundepeea, *s. v. N*.....	3 5
* Bilwara or Bheelwara, *Oodeepoor; Bunnass R. and jheel*.	6 1
Note.—Two figures of elephants worth observation here.	
Cross Bunass *R.* SANGANEER, *walled town and fort*.....	2 5
A small village.....	3 2
A small village.....	2 3
Moowah or Mahowa, *Oodeepoor, t*.....	2 3
Kurrumniwas, *s. v*.....	3 0
Jippola, *hill fort and a jheel*..	3 2
The pucka bowlee near the Shehtoora, *a large place with a well built fort and ditch*...	6 4
Matajeeka Kaira, *s. v*.....	2 4
Rairee, *fine, deep, double jheel*.	3 5
Mujkairee, *s. v. in ruins*.....	3 0
Cross Kauree *R.* to Booraj, *pucka fort and ditch*.....	3 2
Cross Kauree *R.* to Bussoonee, *s. v*.....	4 2
SHAWUR, *fine romantic town*.	4 0
Guntaree, *fort close to a hill*...	4 0
Pinlah.....	2 2
Cr. Bunass *R.* at Kaijree, *s. v.*	1 1
Kaseer, *good stony road*.....	4 0
Ghowree, *fort close to hills*...	1 6
Soorwahee, *excellent road*....	2 0
Pullaro, *s. v*.....	1 4
Nuwara, *s. v. through jungle from Soorwahee*.....	2 0
Dhoonee, *jheel*.....	4 0
Dhooa, *large tank and a N*...	5 0
Shankna, *large jheel*.....	4 2
Small village and jheel.....	3 0
Neembora, *l. v*.....	2 0
Sonwa, *s. v*.....	4 0
Sundelaya, *a tank*.....	1 6

Places, &c.	Distance between. M.	F.
Bumoor, *fine jheel*	2	4
Cross Bunass *R. flood* 2½ *feet water, sandy heavy ghât*	6	1
Mandour, *s. v. capital road*	0	2
Esurda, *strongly fortified*	3	7
Shawur, *hill fort and town, jheel*	2	5
Bapoora, *s. v. N.*	2	6
Burr, *narrow hill fort east of the road*	2	6
Jarowlee, *mud fort*	1	4
Rair, *s. v. in ruins*	3	2
Cross *N.* to Bappooee, *small village*	1	4
Duttoolee, *jheel, rather sandy road, but good*	10	0
Cross a *N. road all good*	4	4
Buggree, *large jheel*	2	4
Madowree, *s. v. little water*	4	2
Looalee, *large tank*	4	0
Toondee, *very excellent road*	6	4
Gurhkaira, *mud fort, water from jheels*	3	4
Gooda, *hill fort*	7	0
Tora, *stony road, tank*	11	1
Pulanheera, *s. v. no supplies, stony road*	10	1
Bussour, *good water*	4	3
Elling, *fine trees and tank*	8	3
Batonlee, *trees, water good*	10	4
Bumnee, *s. v.*	0	4
Chimnee, *s. v.*	1	5
Poote, *s. v.*	2	0
Komeir, *fortified ; water plenty*	5	0
Suonk, *good water*	10	6
Muttra	13	4
Total miles	304	6

CLXIII.

From NEEMUCH to JEYPOOR:

(*Estimated.*)

Places, &c.	Distance between. M.	F.
Neemuch to Mahowa, *vide* CX.	81	4
Note.—At about a mile cross Kotharee R. in several streams to Sanganair, a walled village and fort. Two or three villages are afterwards passed.		
* Shahpoora, *Ajmere, Rajah Ameer Sing's*	13	0
Note.—At the 6th mile pass the town and fort of Dhenkole, being the first place in the Ajmere territory.		
* Khuwas, *v. and fort, Ajmere, lake*	16	0
Note.—Pass the village Mathaka Khaira, and about 6*m.* the village Rheo, which is approached by a bund through an extensive lake. The kharee river is afterwards crossed, and two miles from camp Khadeira, a *l. v.* is passed.		
* Khekree, *l. v. Ajmere*	9	0
Note.—Pass several villages and cross 2 N.		
* Oniara, *Jeypoor*	10	0
Note.—At the 4th mile pass Dhoomalo and cross Dhai R. two miles further, at the town of Jooniah, the Ajmere territory ends, and at the 8th mile is Koteree, the first village in Jeypoor.		
* Malpoora, *Jeypoor, lake*	13	0
Note.—Pass Sooareah, at 2½*m.* and at the 7th *m.* Indolee.		
* Neemaira, *s. v. and mud fort, Jeypoor, tanks*	14	0
Note.—At the 6th *m.* pass the town of Diggur; at the 10th *m.* pass Chouslah village and cross a river.		
* Phagee, *in ruins, Jeypoor, jheels*	5	0
Note.—Cross several nullahs, country desolate.		
* Reinwal, *Jeypoor, lake*	16	0
Note.—At the 6th m. cross Bondee R. and 3½m. further Hursooly, a fort is at some distance on the left, country desolate, but road good as usual, except near the rivers.		
* Sanganair, *Jeypoor, Sursooty R.*	6	0
* Jeypoor, *Sursooty R.*	6	0
Note.—Road, heavy sand the two last marches.		
Total miles estimated	179	4

CLXIV.

FROM OODEEPOOR TO AJMERE:

(Stages.)

Places, &c.	Distance between. M.	F.
From the city to the Residency at Mairta	4	0
Ghafsa, *road stony*	10	6
Deopoor, *road confined*	18	0
Cross Bunnas *R.* to Konkooroo-tee, *road good*	13	5
LAWA, *fort, road confined*	13	4
Amait, *road good*	5	7
Dewa, *road good*	13	3
Through Dewanal ghât, which is not difficult for cattle, but impassable to wheel carriages, to Khota	9	5
Note.—Water is good and plentiful at all the foregoing stages.		
Goora, *2ws. of bad water, road over many ravines*	12	3
KHERWA, *town and fort, t. and ws.*	12	5
Pallee, *tanks, road confined*	11	5
Khalra, *tanks, road confined*	9	4
Rohut, *l. v. water bad, road good*	8	7
Mogra, *2ws. bad water road sandy*	12	7
JOUDPOOR, *Jallmund gate, water good, road confined and sandy*	11	3
Nandra, *brackish water, deep sandy plain*	6	3
Bisalpoor, *good water, stony road*	10	5
Kapera, *t. and ws.*	10	4
Bhawee, *Baolee, and ws.*	9	2
Kuhanica, *Baolee, and ws.*	9	3
Note.—Road over an open plain from Nandra.		
Pass Kaloo, a large place, to Buronda, *road confined*	16	1
Lamba, *a Thakoor's, road good*	9	5
KOORKEE, *town and hill fort*	12	0
POSANGAN, *walled town and fort, road confined and broken*	8	7
Boonta, *road good*	8	1
AJMERE, *road good*	12	3
Total miles	281	2

Note.—Water good and plentiful from Kuhanica.

Nusseerabad is 4 or 5 *m.* S. from Ajmere; Kisingurh, and Rajgurh are considerable forts near Ajmere, the former N. E. 5 *m.* the latter S. 5*m.*

CLXV.

FROM BHOPAL TO AGRA:

Note.—BHOPAL is strongly fortified, contains 6,000h. of Afghans; 1,000 Shekhs; 100 Borahs; 600 shops, and artificers of all kinds; but the principal manufacture and export is match-locks. The town is situated between two extensive lakes, from one of which issues the river Patra. On the western lake are two forts, together said to contain 120 guns: they appear by barometer to be 1,710 feet above the sea. Rasseen is 23*m.* N. E.; Cheepaneer, n. b. Nerbudda 52*m.* s. b. W.; Chynpoorbarce 48*m.* E. b. s. s; Serore, 22*m.* W. b. s.; Ichawur, 32*m.* S. W.; Doorya, 21*m.* N. W.; Bairseea, 26 *m.* N.; Sohaya, 30*m.* N.; Bilsa, 32*m.* N. E.

Places, &c.	Distance between. M.	F.
Keroda, 1 *w.*	3	2
Manjee Baolee, or Nubeegunj, *2ws.*	0	6
Lamakhera, 1*w.*	1	0
ISLAMNUGGUR, *P. 25s.*	2	4
Cross Parwa *N. by a bridge*	0	3
Cross Hulalee *R.*	0	2
Cross a water-course to Bheropoor	0	
Khamkhera, *and cross Imurtee N.*	1	

Places, &c.	Distance between. M.	F.
Cross 2 *N.* to Raeepoor.....	2	5
Cr. Bankeea and Chumaree *N.*	1	2
Cross 2 *N.* to Rutwa, 1*s*.....	2	1
Cross 2 *N.* to Hunotee.....	2	1
* Cross Bugroo *N.* to Hurrura khera, *supplies from Hindola, 5m. S. E*.....	1	0
Cross 2 *N.* to Semree.....	1	2
Cross 2 *N.* to Sonkuch.....	1	7
Cross 4 *N.* to Narella.....	4	6
Cross 3 *N.* to Teekunheree....	0	2
* Cross 2 *N.* to Birisea, *P.*60*s*.	1	6
Note.—From Birisea the dak makes a circuit to the westward, to Goonga, in order to receive the letters from Sehore. Khujooree, 2m. 1f. Bhynsonda, 1m. 7f.—Tanda, 3m. 3f.—Diloud, 2m. 7*f*.—Goonga, 4m. 2f.		
Cross 2 *N.* to Mengra	4	5
Hinotea	2	3
Cross Bujra *N.* ford swampy to Sahao, 7*s*.....	2	0
Cross a ravine to Dohao, 2*ws*.	1	4
Cr. Ban *R. bed* 100 *yds. broad*.	1	4
Cross Sapun *R. bed pebbly to* Beecheea, *a large v. Jardad of Sindhia's father-in-law*..	2	2
An ascent.....	2	3
Cross a *N.* and ascend to Moee	1	0
A gradual ascent.....	1	4
* Burdha, 8*s*. *Sindhia's*..	2	1
Over ridge to Sangul.....	3	3
Note.—Here is a direct road to Seronge, as there is also from Birisea, both are very stony and difficult for wheeled carriages.		
Cross *N.* twice to Heerapoor, *P. Sindhia's*.....	2	0
Cross Sugur *R. bed* 80 *yards, too rapid for boats*.....	0	1
Cross a dry *N.* to Jeerapoor, 1*w*.	0	5
* Cr. Pusaee *N.* to Sutpara, 8*s*.	2	2
Lukhar, 1*s*.	2	0
Cross a dry water-course.....	1	4
Cross Gynteea *N.* to Khoa, 1*s*..	0	6
Imlanee, 1*s*.....	2	1
Cross Muchla *N.*	2	6
Cross Sumonee *N.*	1	3
Cross Jowaree *N.* to Noorpoor..	1	5
* To the S. E. gate of Seronge.	1	2
Note.—Seronge is chiefly inhabited by Afghans, and is large and well built, many of the buildings being 2 or 3 stories high: it contains about 1,500 shops. The district attached comprises 360 villages, and belongs to Ameer Khan. Between Bhopal and Seronge the road generally is good. There are several short ascents and descents that would occasion delay to artillery; there are also some narrow places near the rivers, which it would be requisite to widen for heavy guns. By barometric observation this part of Malwa appears from 1,500 to 1,700 feet above the sea, and the temperature appears to be 8 degrees cooler than that of the upper provinces of Hindoostan. This arises less from the elevation than from the black soil, which is exceedingly retentive of moisture. In September, October, and November, fevers are very prevalent, but they are generally slight. The whole of the country is thinly peopled, and ill cultivated. With the exception of Bhopal, Islamnugur, and Seronge, the houses are chiefly of mud, either thatched or tiled. The inhabitants of the villages are Rajpoots, Jats, Korars, Kachees, and Meenas, but in the towns the greater proportion are Pathans. Gopalghur is 13m. N.; Mungrowlee, 31m. N. E.; Basonda, 24m. S. E. Khemlasa town and fort, 57m. E. b. N.; Mohunpoor, 49m. N.; Chaunchra, 42m. W.		
Cross Kethun *R. and* 3 *N*.....	1	2
Cross Koorchinee *N*.....	2	3
Semulkheree.....	1	3
Cross Koond and Ounra, *N*....	1	7
Rampoor, *on a hill* 150 *feet above the valley*.....	1	6
Cross Bhurka *R. twice*.....	1	4
Ascend to Surokha from the valley of Seronge difference of level 215 *feet*.....	0	6
Cross 3 *N.* to Bheeakheree....	1	4
Salree.....	1	5
* Cross 2 *N.* to Mogul Suraee, 16*s*.....	1	6

Places, &c.	Distance between. M.	F.
Cross Sel Sooltan *N.*	1	0
Cheepon, *2s. Mango groves and ws*	1	2
Cross a small ravine to Jasee, *1s.*	2	1
Cross Jetawa *N.* to Dugureea or Dugrahee, *1s*	0	4
* Kuchnar Saraee, *t. 15s. Sindhia's.*	5	0
Putharee, *des*	2	5
Peepuria, *2s. l. v*	1	7
Kukrowa, *s. v*	3	3
Cross a ravine called Churoula to Bamoree	2	5
Cross Choukee *N.*	1	7
* Sadhoura or Shadowra, *P. 60s. 10 bankers, 15 cloth dealers, and 40 tailors and artificers of sorts. This day's journey is over a dreary waste*	1	3
Phirdaee	2	3
Khurkea	0	6
Sersee	3	6
Mohree or Rusheedpoor	3	1
Cross a *N.* to Khujooria	1	2
*Nya Suraee, *P. 45s. Mango groves*	2	4
Cross a *N.* to Bhynsa	3	1
Cross Sind *R. 70 yards wide, and banks from 15 to 40 feet high*, to Renja, *s. v*	2	5
Raosir, *8s*	2	4
Soomela, *des*	2	5
Budurwas, *P. 8s*	1	6
Note.—From Bhopal thus far is through Malwa, and the black soil peculiar to this province terminates. Here the province of Agra commences.		
Cross a dry water-course and the Puneear, *N.* 1½ *feet deep in March*	1	2
Jindkooan, *a noted rendezvous for vagabonds of every description*	2	5
Booreedoongur	2	1
Koolharee	1	2
Lukwasa, *4s*	2	3
Cross *N.* to Derdha	2	5
Cross 3 *N.* and the Goonjaree *R.* to Kowlarus, *P. 150s. Mango groves*	5	6
Note.—The country to the north is jungly, thinly inhabited, and much intersected by ravines.		
Cross Ondakhar *R.*	5	6
Seesee, *town and fort, 10s.*	1	3
Cross Imrawuttee *R.* at Raj ghât	0	2
Cross a *N.* and pass a tank to Buroodee,	4	7
Seepree, *P.*	2	5
Note.—Another route from Nya Suraee to Seepree is to Eenwara, 2m. 1f.: Bhauskera, 2m. Ghoorwar, 2m. 6f.: Akhaee, 3m. 4f.: cross Sinde R. to Kalabaug, 4m.: Nya Serai, 3m. 1f. Seepree is a well-built town surrounded by a good wall of stone and lime. There are 200 shops, and more than 100 blacksmiths are employed in smelting the iron found in the neighbourhood. This place is celebrated for the manufacture of matchlocks, bows, arrows, and handles of sabres. The Rajahs of Nurwur frequently resided here.		
From Seronge to Surokha is through a valley, and is frequently uneven and stony; thence to Seepree the road is excellent. From Budurwas to Seepree is a jungle of pulas and grass which shelters occasionally a mounted banditti. Scarcely half the arable land is under tillage. Water is found close to the surface.		
Cross a *R.* to a round fort commanding the Jumunjeeree Pass which runs between hills of 200 to 300 feet high, covered with impenetrable forest. The road is impracticable for carriages and difficult for camels, which go round by Sutunwar and Thea	5	7
Dongree	3	5
Ascents and descents to Putee ghât, a pass through a range covered with impenetrable forest. The road stony and difficult for carriages	6	3

Places, &c.	Distance between. M.	F.
Cross Sinde *R.* in three branches by stony and difficult fords..	0	7
Note.—Horses cross near Raepoor a mile down the stream.—Foot travellers cross by a ruinous bridge a quarter of a mile up the river.		
Cross a small stream, *bed swampy*.....	3	3
Gol-Khan ghât, *ascent*.....	1	2
Descent to Bhurkharee ruins and river.....	1	0
Nurwur, *P. Sindhia's*.....	2	5
Note.—Nurwur is surrounded by a good wall of masonry, and on three sides by a pucka ditch. Almost all the buildings are of stone and lime, two stories high and flat roofed. It is said to contain 1,100 shops, and artificers of all kinds. There are 2,000 families, descendants of the Afghans, who came to India a century ago. The fort, by trigonometrical measurement is 526 feet above the town. The greater part of the district is in the jaedad of Hindoo Rao, and the rest in the jageer of Bappoo Sindhia, brother-in-law and cousin to the Maharaj. The forest passed through abounds with bears, hogs, deer, wolves, and leopards.		
Another route from Seepree to Nurwur goes to Chota Nowree, 2m. 5f.: down a steep descent to Manpoor, 6m. 3f.: Thea, 1m. 5f.: Koorera, 1m. 4f.: Putee ghat, 4m. 3f.		
Gunj of Nurwur, 30*s*.....	0	4
Cross Sinde *R.* *by a bridge* 290 *yards long*.....	2	0
Note.—This bridge was built by Alumgeer 163 years ago, it is constructed of stone and lime, and neatly paved with large slabs. The fall of the Sinde is 9 feet per mile, a declivity that gives the current a great rapidity.		
Mungroonee, *P.* 70*s.* *and* 50 *furnaces for smelting iron*...	2	2
Cross a *N.* to Kyrooa.....	2	4
Cross Parbuttee *R.* *by rafts in the rains*.....	1	0
Belgurra.....	1	4
* Chitoulee, 12*s.*	1	5
Juturthee and Chota Richaree, 1*s*.....	2	5
Cross the Sooka *R.* to Seao, 1*s*.	1	5
Cross a branch of the Sooka *R.* to Rithoudun.....	1	3
* Kuraea, T. 125*s.* 300*ws.* *mango grove, on the west is a fort* 410 *feet higher than the plain*	2	2
Doobha, cross a ravine,.....	2	5
Cross a branch of the Non *R.*..	2	4
Soorujpoor,.....	0	4
Oora, and cross a dry water-course.....	2	0
Himmutgurh Fort, 202 *feet above the plain*.....	3	7
Note.—Par, about ½m. west, contains 15 shops, there is much iron ore in the vicinity, likewise a copper mine, but it is not worked at present.		
Rampoor,.....	0	3
Cross two branches of the Non *R. bad ford*.....	0	4
Goondhas,.....	0	7
Mangor,.....	1	1
Nougaon or Nyagaon,.....	2	4
Gokulpoora,.....	5	5
Note.—Between Gokulpoora and Nougaon cross a number of small rivulets, which run to the right, and form the Soonreeka, supplies from the Maratta cantonment.		
Maratta cantonment, *many shops*	2	5
Bala Meeah's Durgah,.....	1	6
Residency at Gwalior.....	3	0
Note.—Gwalior, the capital of Dowlut Rao Sindhia, is situated on the west side of the Soonreeka R. 4½ miles S. E. of the Residency, from which the fort is nearly the same distance. It is a handsome town and contains at least 1,500 shops, and articles of European manufacture may be purchased. The fort is strong and well supplied with water, the top appearing to be 407 feet above the Residency, or 1,174 feet above the sea.		
Gohud the capital of a fertile district extending along the Chumbul, and yielding a revenue of 18 lacs of rupees, is 22 m. N. E. Antery is 12m. S. from Gwalior. Amain is 41 m. E. and Chatterghur is 26 m. E. b. S.		
Miloulee,.....	2	3
Nuroulee,.....	1	5

Places, &c.	Distance between. M.	F.
Bamor, 2*s*.	1	6
Noorabad, *P.* 10*s*. *celebrated as the burial-place of Goona Begum, which is in a large garden called Bagh Jumal*..	5	0
Cross Sank *R*. *When this is unfordable, travellers cross by a ruinous bridge*	0	2
Jurerwa, *two villages*	2	7
Cross Asun *R*. *by rafts when unfordable*, to Chanda, *t*. 30*s*.	2	4
Zoura, 5*s*.	3	4
Cross Kooaree *R*. to Hingonat, 10*s*.	4	0
Bundha,	4	2
Choola Suraee, 25*s*.	1	6
Cross Chumbul *R*. at Raj ghât,	4	2
Note.—This river divides Sindhia's territories from those of Keerut Sing Rana of Gohud. At the ferry there are 38 boats. In Feb. the breadth of the stream by measurement was 848 feet, but in the rains it must be about a mile in breadth. Several casts of the lead gave 16 or 17 feet for the deepest parts. The bed seems to be only 494 feet above the sea, which gives a declivity of 4⅔ inches per mile, the hilly country which continues uninterrupted from Bhopal ends here.		
Fort of Dhoulpoor on a small hill	0	7
Dhoulpoor, *a well built town, capital of Rana Keerul Sing, and containing* 300*s*.	1	2
Bhawuteepoora,	0	6
Sanda Suraee,	1	6
Dundolee,	5	4
Muneea, *t*. 8*s*.	1	6
Cross Gumbeer Bangunga to Jajow, 20*s*.	7	0
Note.—This river, when unfordable, is crossed by rafts. It separates the Gohud Rana's territories from those of the Company.		
Saeon, 21*s*. 11*ws*	2	0
Terha, 4*s*	4	2
Bura Sikundurpoor,	1	6
Cross Oorin *R*. *when unfordable floats are used*	0	7
Bad, 3*s*. 4*ws*	2	0
Kukooa, 7*s*. 12*ws*	1	1
Rota, 4*s*. 4*ws*	2	2
Simree, 1*s*. 5*ws*	1	6
To camp, in the outer court of the Tajmahal near Agra	2	6
Total miles	316	3

CLXVI.

MOMINABAD to JAULNA, via Rakshusbowun:

To Ambaka waree, 15*h*. *ws*.	1	6
Chanoy, 80*h*. *N*. *and ws*	1	3
* Aurus, 250*h*. 3*s*. *N*. *and ws*.	9	3
Wagholee, 40*h*. *ws*	2	4
Pangree, 12*h*. *ws*	1	4
r. 2 *f*. Pandurwaree, 30*h*. *N*...	2	1
* Dharoor, 750*h*. 45*s*. *ws*...	3	0
Note.—This is the chief town of the Pergunnah of this name, and has a strong fort with a ditch.		
Enter and descend Dharoor ghât, *an indifferent cart road*	2	3
Chor-Amba, 40*h*. *N*. *and ws*...	2	3
Pargaon, 10*h*. *N*. *and ws*	2	7
* Chinchor, 50*h*. 1*s*. *Koonka R*. *and ws*	2	2
Wurwunee, 300*h*. 8*s*. *N*.	5	0
Dharwaree, 12*h*. *N*.	4	0
Tursona, 40*h*. *N*. *and ws*	2	0
* Peempulner, 360*h*. 11*s*. *N*. *and* 42*ws*	2	6
Goond, 16*h*. *N*	4	6
Wurgaon, 20*h*. 1*s*. *ws*	1	0
Kookurgaon, 45*h*. 1*s*. *Sindphanna R*	2	7
Pachégaon, 250*h*. 2*s*. *N*. *and* 30*ws*	4	1
Jowlka, 60*h*. 3*s*. *N*. *and ws*...	2	1
* Gewrye, 750*h*. 15*s*. *N*. *and* 30*ws*	7	7

Places, &c.	Distance between. M.	F.
Dhondraye, 275*h.* *Umrood R. and* 35*ws.*	7	4
Rakshusbowun, *P.* 700*h.* 25*s.* *s. b. Godavery*	5	3
To Jaulna, *vide* LXXII.	38	0
Total miles	118	7

Note.—A more direct route, and equally good, between Mominabad and Jaulna, crosses the Godavery at Rampoor, or in this route strikes off at Gewrye.

CLXVII.
MOMINABAD TO AURUNGABAD:

To Rakshusbowun, *vide* CLXVI.	80	7
Chennapoor,	6	4
Paunchor,	8	1
Jamkher,	4	5
Rohilagurh,	4	3
Yekhanee,	4	0
Goreegaon,	2	6
Taklee,	2	3
Cross Sunknee *R.* to Peempree,	1	7
Balgaon,	4	2
Cross Sunknee *R.* to Neepanee,	1	7
Chikultana,	3	4
Aurungabad	3	4
Total miles	128	5

CLXVIII.
MOMINABAD TO RAMPOORY:
(*r. b. Godavery.*)

Mominabad to the ghât	3	7
Length thereof	0	5
Mondwa, 40*h. N. and ws.*	0	6
* Taklee, 75*h.* 1*s. Won R.*	2	7
Assoolu, 200*h. ws.*	1	6
Molhewra, 200*h. ws.*	2	3
Belagaon, 30*h. N.*	1	4
Raveny, 10*h. N. and* 10 *ws.*	2	5
Sirsala, *K.* 500*h.* 5*s. t. and ws.*	1	7
Jaeegaon, 40*h.* 1*s.* 14*ws.*	5	2
Balora, 40*h.* 1*s. ws.*	4	2
Patrood, *K.* 200*h.* 6*s.* 25*ws.*	4	7
Lawool, 80*h.* 6*s. Koonka R. and ws.*	3	4
Deogaon, 75*h.* 1*s. Sindphanna R. and ws.*	2	7
Mungrool, *K.* 340*h.* 3*s. Sindphanna R. and ws.*	1	7
Talkhair, *K.* 275*h.* 6*s.* 60*ws*	6	1
Takeerwen, 110*h.* 8*s.* 20*ws.*	5	2
Soordee, 20*h. N. and ws.*	1	7
Rampoory, 250*h.* 3*s. l. b. Godavery R.*	2	6
Total miles	56	7

Note.—This is the direct road to Jaulna, which is 36 miles distant via Gunsangee, a Kusba of Sindhia's; Oochegaon, a village dependent thereon; and Kalegaon on the Doodna R. a large village of the Nizam's.

CLXIX.
MOMINABAD TO HINGOLEE, VIA GUNGA KHAIR:

From camp Mominabad, *Purlee gate*	1	2
Sakor, 25*h. ws.*	4	0
Ardeveheree, 9*h. ws.*	4	1
Kunerwaree, 30*h.* 10*ws.*	2	2
* Purlee, *K. The Nuwab Rufat ool Moolk's jageer,* 1,500*h.* 30*s.* 200*ws. A large temple is here dedicated to Mahadeo, under the form of Wyjanath, and is much resorted to by pilgrims,*	3	1
Oaklee, 100*h.* 4*s.* 10*ws.*	6	1
Hurungaol, 70*h.* 1*s. N. and ws.*	2	6
Parhegaon, 40*h. N. and ws.*	4	2
Soorwuree, 10*h. N. and ws.*	0	7
Gunga khair, *Rajendur's jageer,* 1,900*h.* 35*s. Godavery.*	3	6

Note.—Gunga khair in 1795, then a small village, was given in jageer to the late Raghootum Row, better

Places, &c.	Distance between. M.	F.
known by his title of Raj-endur, conferred on him by the Nizam. After the treaty at Kurdha, which transferred a great a portion of the Nizam's possessions to the Marattas, he accompanied the minister Azim-ool-Omra to Poona.		
Cross the Godavery to Tarkhir	0	5
Moolee, 50*h*. *Godavery* 4*f*. *distant*.....	2	1
Malsonaee, 90*h*. 1*s*. *ws*.....	4	0
Tola, 40*h*. 2*s*. *ws*.....	3	4
Renookapoor, 15*h*. *ws*.....	2	0
* Jhargaon, *Rajendur's*, 60*h*. 3*s*. *ws*.....	2	3
Pinglee, 325*h*. 7*s*. *N*. *and ws*.	4	7
Wookulaz waree, 40*h*. *N*.....	4	3
Pandree, 14*h*. *Poorna R*.....	2	3
Cross the Poorna below the junction of the Doodna, to Nandgaon, 45*h*.....	0	5
Hutta, *K*. 310*h*. 10*s*. 20*ws*.	3	6
Borree, 70*h*. 1*s*. 15*ws*.....	4	6
Kunjala, 65*h*. 2*s*.....	2	2
Jowla, *Enam*. 250*h*. 10*s*. *ws*...	3	1
Uswul, 25*h*. *ws*.....	1	4
Wugur waree, 30*h*. *ws*.....	3	1
Ounda, *K*. 630*h*. 18*s*. 3*ts*....	2	3
Note.—A temple here to Mahadeo, under the form of Nagnat, resorted to by pilgrims.		
Soorygaon, 20*h*.....	3	4
Yellégaon, 75*h*. 1*s*. *ws*.....	1	3
r. 4*f*. Boruj, 24*h*. 1*s*. *ws*.....	1	2
Hewra, 12*h*. *ws*.....	0	7
Peepruj, 13*h*. 3*s*. *ws*.....	2	5
Leembala, 14*h*. *ws*.....	1	5
Hingolee, *K*. 550*h*. 49*s*. 24*ws*.	2	6
Cantonments, *Head quarters*..	0	7
Total miles....	95	1

CLXX.

JAULNA to ADJUNTA:

Places, &c.	Distance between. M.	F.
Cross *N*. to Peepulgaum.....	6	4
Paungry, *Koondulka R*.....	3	7
Waree, *des*.....	2	1
Lonègaon, *l*. *v*. *ws*.....	2	7
Pimpulgaon, *s*. *v*. *ws*.....	2	6
Pullaskhéra, *s*. *v*. *ws*.....	1	4
* *Burra* Nulny, *Poorna R*....	3	7
Cross Poorna *R*. to *chota* Nulny, *s*. *v*.....	0	3
Kodalee, *Kailna R*.....	5	7
Cross Kailna *R*. to Raboolgaon, *s*. *v*. *ws*.....	1	5
Bayree, *s*. *v*. *ws*.....	2	5
Karahooswaree, *des*.....	1	2
Duggurwaree, *s*. *v*. *N*.....	1	0
* Wankry, *l*. *v*.....	3	6
Cross Jewrye *R*. to Kokry, *des*.	0	4
Anwa, *l*. *v*. (*dâk*).....	3	4
Koda, *s*. *v*. *Jewrye R*.....	1	1
Cross Punwell *R*. to Digrus, *l*. *v*. (*dâk*).....	4	1
Adjunta, (*dâk*).....	4	4
Total miles....	53	6

Note.—The dak from Jaulna to Mhow crosses the dak route from Aurungabad to Nagpoor at Chanduhee, to which place the Jaulna packets for the eastward and westward are sent, to accompany the mails from Bombay and Calcutta.—The Stages are as follows:

Cross Koondulka R. to Guné-waree, and again on leaving it, also Lowkee R. to Mandwa.	5	7½
Cross Lowkee R. twice; pass Asuwuleh over a hill 2 f. ascent, and bad road to Dhamungaon.....	5	6
Pass Chunégaon, Chanduhee-Puttanee, cr. Bangunga to Chanduhee-Tupelee, and on to Chanduhee-Mahadewee..	7	2

Note.—The dak to Mhow proceeds to Waree and Anwa as above.

CLXXI.

JAULNA to ELLICHPOOR:

Places, &c.	Distance between. M.	F.
Jaulna to Wagral.....	10	3
Dewulgaon.....	5	5
Sindagah, *des*.....	6	1

Places, &c.	Distance between. M.	F.
Cr. Poorna *R.* to Cheechkhera, *des*	4	3
Roopkhera	2	1
Sélgaon	2	3
Pass Kulona, *des.* to Hutla	8	2
Kolara,	3	1
Terala	1	7
Borgaon	1	5
Duheegaon	1	6
Pass Takoorkhera, *des.* to Oomrapoor	5	3
Oondry	4	0
Bueragurh	1	5
Serala	5	0
Lokunda, 200*h.*	2	7
Oomra, 200*h.*	3	7
Hingna, 100*h.*	6	1
Sitora, 200*h.*	1	7
Hingna	1	4
Ballapoor	3	7
Mandooly	2	5
Parsee, 200*h.*	2	4
Nimlékurda, 200*h.*	3	4
Morgaon, and Bakrabad, 200*h.*	2	4
Badlapoor	3	6
Nowdul and Kikree	3	3
Sangwee, 100*h.*	1	5
Kingna,	2	7
Kely-Bely	2	2
Dyhunda, 1,500*h.*	6	3
Jénpoor	5	7
Yâta	5	3
Omry-Komry	3	5
Kupustulna	7	5
Walnér	4	0
Ellichpoor	11	1
Total miles	152	6

CLXXII.

ELLICHPOOR to NAGPOOR

Places, &c.	Distance between. M.	F.
Kanta, *l. v. Baugla R.*	4	7
Lackerwary, *s. v. des.*	2	0
Kurra, *s. v. Nulla*	2	3
* Cr. Mairga *R.* to Dewulwara, *l. v. junction of Mairga and Poorna*	5	0
Soorulee, *l. v. N. and ws.*	4	1
Kundurkher, *s. v.*	2	4
Khér, *l. v. Sarkan R.*	3	5
Eendoor, *des*	1	3
* Ambara, *l. v. Boarli N.*	1	7
Karapoor, *m. v. ws.*	3	2
Madapoor, *des.*	2	1
Moorchee, *l. v. R.*	2	5
Cross the Nadan *R.*	0	2
Myewary, *s. v. Maroo R.*	2	6
Daboree, *des. Kirik R.*	1	6
Hewurkhér, *l. v. Pak or Pokin*	1	7
Note.—From hence a pass leads through the hills towards Barrool.		
Lonee, *m. v. Dowlan R.*	7	0
* Mangoorlee, *l. v. Choudamun R.*	3	5
Rajoora, *s. v. Choudamun R*	3	2
Chikergaon, *s. v. Kirik R.*	1	2
Oudapoor, *m. v. Shewna R.*	2	7
Gorad, *s. v. N. and ws.*	3	7
Amnair, *Fort and Pettah, junction of the Jam and Wurda R.*	2	5
Cross Wurda *R. bed stony*	0	4
Through a large Pettah	0	6
Narsinga-Barsinga, *and cross Jam R.*	3	0
Kohna, *s. v. Jam R.*	2	3
Petsinga, *l. v. N.*	3	2
* Kotoè, *Ampoora R. runs between village and gurhee*	6	1
Cross *Jam R.*	1	7
Dowlapoor, *m. v. N.*	3	3
Mate Panjura, *m. v. N.*	3	0
* Chargaon, *s. v. N.*	4	0
Koholee or Koklee-Moklee, *m v. N.*	3	6
Camp of the Nagpoor subsidiary force, *line crossed*	3	2
Cr. Chunderbaga *R.* to Gorar.	1	4
* Kulmesur, *l. v.*	3	2½
Cross a *N.*	0	4
The Residency near Nagpoor.	12	2½
Total miles	118	2

Places, &c.	Distance between. M.	F.
CLXXIII. ELLICHPOOR TO NEEMPANEE:		
Cross Beechum *R.*	0	6
Narrénpoor, *s. v. N.*	1	2
Naggurwaree, *m. v. Peelee R.*	2	1
Cross Bohela *R.* Seindee, *r. 2f.*	2	0
Kurrusgaon, *l. v. and stone fort, Bohala R.*	2	3
Pass Govindpoor and Bodera to Karinjah, *l. v. and ghurry*	2	6
r. 1f. Pala, a ghurry, *Maigee R.*	2	1
Cross Maigee *R.* to Koonai, *s. v.*	1	0
Cross Deo *R.* to Dawa, *des.*	2	7
Cross Deo *R.* to Pandree, *des.*	1	7
Cross Seernee *N.* to the top of Nuggur ghât	3	6
Note.—The approach to the ghat is impassable for carts, as is the ghat itself, but it may be made a good road with little labour.		
Cross Poorna *R.* to Sawulmainda, *des.*	2	6
Cross again to Moondikuttee,	3	1
Cross Lamjeery *N.* to Kollaree, *s. v.*	3	7
Cross Dhol *N.* to Vikermandoo, *des.*	1	5
Note.—The road from the ghat is good, and excepting near Sawulmainda the country open and generally cultivated.		
Cross Patra-patee *R. road stony*	1	5
Saeegaon, *s. v. top of a hill*	1	1
Julaur, *s. v. and ws.*	1	3
Bottom of Geera-deo ghât	1	2
Bottom of Boorgaon ghât	1	3
Note.—The road to the top of the ghat is very good, the ascent is rather steep, but practicable for wheel carriages.		
Top of Kairpance ghât	3	0
Cross Tappee *R. 150yds. wide*	1	4
Top of Kairee ghât, *7f. long*	1	1
Cross *N.* to Kairee, *m. v. ts. and ws.*	2	4
Agundwara, *s. v. ws. good road*	1	1
Cr. Matchun *R.* to Boorgaon	1	1
Mundai, *s. v. N.*	4	4
r. 3f. Dhour, *l. v. N. and ws.*	3	7
Pisagooree, *s. v. N.*	3	4
Padur, *des.*	2	1
Neempanee	2	2
Total miles	67	5
Note.—Road good, country only very partially cultivated to Pisagooree, thence overgrown with jungle.		
CLXXIV. ASSEERGURH TO HOOSINGABAD:		
From Asseergurh over a bad road and across the Sookta *N.* to Boregaon	12	5
Kundwa, *Sindhia's, 800h. supplies abundant, estimated*	12	0
Roodee	5	5
Bhamgurh, *a walled town, not so large as Kundwah, situated above the confluence of the Bham and Sooktah R.*	4	1
Rayecutwal, *des.*	5	1
Gungapat, *N.*	6	4
Undakal, *N.*	2	2
Cr. Agnee *R.* to Cheinpoor	3	1
Beirakolla, *N.*	4	4
Gorapuchar, *R.*	1	5
Boree Serai,	2	7
Pathol, *R.*	3	1
Arwa, *N.*	3	0
Charwa,	4	3
Bundeea,	8	0
Kemaparwa,	7	0
Note.—This place is 14 miles from the Nerbudda at Hindia.		
Hurda,	6	0
Charkera,	8	1
Kotra,	12	0
Sewhnee,	11	0
Dooloreea,	15	4
Hoosingabad, *Nerbudda R.*	14	4
Total miles	153	0

Places, &c.	Distance between. M.	F.
Note.—The Nerbudda here is about half a mile broad, abounding in good fish and large tortoises. The road from Kundwa to the Agnee river requires repair to render it passable for ordnance; thence to Hurda is described as affording ready passage to village pundies. The country between Bhamgurh and Charwa is completely deserted (1817), and, from within a few miles of the former place, covered with thin jungle and long grass. There is not a more direct line from Kundwa to Hindia than through Charwa. The road from Kundwa to Charwa by Singossa and Moondhi are both reported as being impassable for wheel carriages. Grain is likely to be scarce unless a liberal price is given.		
CLXXV.		
NAGPOOR TO HOOSINGABAD, VIA PANDOORNA, BAITOOL, MOOLTYE, AND THE NIMPANEE GHAT:		
Taklee, *cantonment of the Nagpoor brigade*.....	3	4
Goadnee, *s. v*.....	2	2
Cr. Chunderabad *R.* * to Boorhanpoor, 100*h*.....	9	2
Udossa, *s. v*.....	2	1
Boregaon, *s. v*.....	1	3
Cr. Koiler *R.* to Saowneir....	2	5
* Oomree, *s. v. no supplies*....	7	1
Nanda, *s. v. Kailoo R*.....	3	0
* Chuchoolee, 100*h. N. and ws.*	8	3
Sewnee, *l. v.* 300*h. N. and ws.*	7	5
* Pandoornah, 1,000*h. Jamb R.*	6	2
Copah, *s. v. Jamb R*.....	2	2
Jeegaon, 150*h. Jamb R*.....	3	4
Foot of Keroolee ghât	6	1
Ascent to Keroolee, *s. v. road stony and bad, no supplies*...	2	7
Cross Wurda *R. very near its source*.....	0	1
Marégaon, *s. v*.....	3	7
* MOOLTYE, 1,000*h. t. and ws*.....	3	6
Shumsheira, *Tewa R*.....	7	3
Gohur, *s. v*.....	2	2
Dowurah, *s. v*.....	7	0
* BAITOOL, *Sapera R. one or two bad ghâts on this road to ascend*.....	9	7
Cross Masna *R*.....	3	0
Karriah, *s. v*.....	1	7
Ghât begins.....	1	5
* Asc. and desc. through ghâts to the Nimpanee *N. practicable for carts*.....	11	7
* Shahpoor, *bazar*.....	9	7
Cross Kundee *R*.....	4	6
Cross Sookna, and * Bhora *R.* in.....	3	0
Cross Towa *R*.....	7	1
Kaisla, *s. v. N*.....	4	4
Kaisla ghât *begins*.....	4	0
Asc. and desc. to the Athora *N*.....	3	0
Semkerdoorun, *s. v*.....	6	6
Russelpoor, *s. v*.....	4	6
Puttolee, *s. v*.....	3	1
Cross Nerbudda *R.* to HOOSINGABAD.....	5	1
Total miles....	146	7
Note.—"After leaving Berar we "came into a wild uncultivated country. We crossed Tapti, or rather "stepped over its source, at Mooltye. "Thence the country becomes mountainous and continues rising to the "mountains of Nerbudda." *Heyne's Tracts.*		
CLXXVI.		
NAGPOOR TO ALLAHABAD, VIA JUBULPOOR, THE VALLEY OF MYHEER, PUNNA, BANDA, AND FUTTYPOOR:		
Cross Pech *R.* at Gondygaon,.	14	1
Ramtaigur or Ramteak, *l. v. ts grove*.....	11	3
Dhongatull or Dongerthal, *large tank*.....	15	0

Places, &c.	Distance between. M.	F.
Kooraee, *bad road*	19	3
Mohogaon, *jungle*	8	4
Narela, *grove, t. and ws*	17	3
Cr. Bangunga, to Chupparah, *grove and ws.*	16	7
Lucknadown, *l. v.*	17	2
Dhoomah, *N. cross Wyngunga, half way*	14	1
Raichoor or Raichuwul, *des. t.*	11	4
Peepurea, *jungle, and bad road*	12	0
Cross the Nerbudda at Tilwarra ghât	9	5
Jubbulpoor, *cantonment, ts. and groves*	4	0
Punnahghur, *N. ts. and grove*	10	0
Sehora, *l. v. ts. and grove*	16	0
Cowria, *ts. and groves*	13	0
Bellary, *large tank and groves*	10	0
Koottapuhar, *s. v. thick jungle.*	6	0
Kunwara, *small fort, grove and ws.*	6	0
Goorawaree, *s. v. ts. and grove*	20	0
Myheer, *and fort, groves, ts. and ws.*	14	0
Puthunabad, *N.*	12	0
Nagaon, *N. road bad*	14	0
Sillgee, *grove and ws.*	6	0
Lohargong, *cantonments, ws.*	6	0
Punna, *grove, N. ts. and ws.*	20	0
Through Bisram ghât, *difficult for carts, and one mile in length*	12	0
Singpoor-Adjeegurh, *s. v. grove and ws.*	4	0
Kurtul, *grove and N.*	11	0
Pungurra, *s. v. N. hilly country*	15	0
Girawa, *s. v. N. hilly country*	9	0
Banda, *cantonment, grove and large tank*	12	0
Pepperinda, *grove and ws.*	12	0
Lullowree, *ws. and grove*	10	0
Cross the Jumna *R.* at Chillatara ghât	2	0
Behoda, *grove and ws.*	6	0
Futtypoor, *grove and ws.*	15	0
Nowbusta, *grove and ws.*	13	0
Chobey Serai, *grove and ws.*	12	0
Kurrah, *grove and ws.*	17	0
Kussiah, *grove and ws.*	12	0
Mooktikapoora, *grove and ws.*	15	0
Allahabad,	13	0
Total miles	514	1

Another route branches off at Singpoor-Adjeegurh, as follows:

Places, &c.	Distance between. M.	F.
Singpoor-Adjeegurh, to Kallinjur, *fort and v. ws.*	18	0
Khussia, *v. ws.*	18	0
Terrona, *ws.*	14	0
Rajapoor, *t. and ws.*	23	0
Cross the Jumna at Shahpoor.		
Kureila, *t. and ws.*	16	0
Lackrygaon, *t. and ws.*	14	0
Allahabad,	12	0

CLXXVII.

NAGPOOR TO SECUNDRABAD, VIA HINGUN GHAT, NEERMUL, AND BALKONDA:

Places, &c.	Distance between. M.	F.
Nagpoor to Yedalabad, 700*h. vide* LXXI.	132	7
Mowhala, 20*h. t. and ws.*	3	7
Makilgundee ghât	5	0
Ascent, *stony and bad for bandies*	0	4
Hutnoor, 10*h. N. and ws.*	2	2
Ascent, *stony, bad for bandies*	2	0
Munnoor, 10*h. N. and ws.*	1	3
Road ascending, bad for bandies	3	4
Ichodar, 10*h. N. and ws.*	1	2
Cross *N. bed muddy*	2	4
Cross Koorum *R.*	3	5
Ascent of 100 *yards, stony*	0	4
Cross *N.* to Naredkonda, 50*h.*	4	0
l. 4 *f.* Kolmanda, 10*h. N.*	1	6
Ascent bad and stony	1	7
Cross *N.* to Ankree, 100*h. N. and ws.*	2	1

Places, &c.	Distance between. M.	F.
Six several ascents of from 40 to 80 yards each	4	3
r. 3 *f.* Dongapoor, 50*h.* *ws.*	1	5
l. 2 *f.* Chechalee, 100*h.* *ws.*	1	4
Neermul, *tanks,*	2	6
A public bungalow	8	7
Cross the Godavery at Dood ghât	1	1
Doodgaon, 50*h.* *t. and ws.*	0	6
Mookla, 25*h.* *t. and ws.*	5	3
Balkonda, 3,000*h.* 20*b.*	2	7
Awmon, 2,000*h.* 50*b.*	7	6
Huroola, 50*h.* *t. and ws.*	4	1
r. 1 *f.* Tuckrumpoolee, 100*h.*	1	3
l. 1 *f.* Sekundurpulee, 5*h.*	2	7
Seetapulee, 20*h.* *t. and ws.*	4	2
Deechoopulee, 100*h.* 4*b.*	3	4
Yedolee, 1,000*h.* 5*b.*	3	7
Yedolee Gundee ghât, *road bad for bandies*	3	6
l. 2 *f.* Mulloopetta, 150*h.* 15*b.*	5	2
r. 6 *f.* Yelaredipetta, 50*h.* *very large tank*	6	0
r. 2 *f.* Kameredipetta, 120*h.*	4	2
Narsumpulee, 50*h.* 3*b*	3	3
Jungumpulee, 80*h.* 2*b.*	3	5
Bickanoorpetta, 300*h.* 10*b.*	4	4
Buswarpooram, 50*h.* 2*b.*	2	5
r. 2 *f.* Kammiapetta, 100*h.*	2	5
Sevanoor, 15*h.* *t. and ws.*	3	5
Narsingumpetta, 150*h.* 10*b.*	1	5
Woodarum, 50*h.* *t.*	8	0
l. 1 *f.* Mahsoopetta, 80*h.*	3	4
r. 2 *f.* Lingaveddipetta, 50*h.*	7	3
Pulta, 20*h.* *t. and ws.*	1	7
Teddepulee, *ws.* 50*h.* *t. and ws*	3	4
r. 6 *f.* Koosarum, 100*h.* *t. and ws.*	1	2
r. 4 *f.* Kallapulee, 40*h.*	1	4
r. 4 *f.* Yelumpettah, 100*h.*	2	2
r. 4 *f.* Meerchel, 300*h.* 15*s.*	3	6
l. 1 *f.* Koompulee, 60*h.*	6	0
l. 2 *f.* Bohenpulee, 100*h.*	4	6
Secundrabad *cantonments*	2	6
Total miles	315	6

Places, &c.	Distance between. M.	F.
CLXXVIII.		
NAGPOOR to SECUNDRABAD, via Bassim and Nandair:		
Nagpoor to Bassim, *vide* LX.	181	7
Raegaon,	9	0
Cross Payen-Gunga to Rannergaon,	1	3
Cross *N.* to Paleegaon,	2	7
Ambala,	2	0
Wodod,	1	6
Bandeegaon,	5	1
Pass Sowa to Buswunt	4	4
Hingolee,	2	2
Cross Kair *R.* to Hingnee,	1	2
Takulgaon,	1	4
Cross Kair *R.* to Nandapoor,	2	5
Cross *N.* to Yelleegaon,	4	3
Sindoghee,	3	3
Top of a ghât,	2	3
Descent to Kotaree,	2	6
Koorunda,	3	0
Geergaon,	6	0
Malleegaum,	3	2
Cross *N.* to Kasseerkair,	2	4
Cross Astna *R.* to Nairlee,	3	0
Chota Turoorow,	2	4
Nandair, *l. b. Godavery*	4	0
Across the river,	2	0
Waddee,	0	7
Cross *N.* to Pamroom,	5	4
Kapsee	4	2
Cr. *N.* to Dunnagaon	4	0
Nurrungul,	4	1
Mandjeram, or Majarm,	4	3
Gurgurah,	2	6
Tacklee,	4	2
Cross Moona or Munhat *R.* to Sulgurah,	0	7
Kurnah or Kurnak,	2	2
Hungurkah or Hungurgaon,	1	2
Mutergah or Mutergaon,	2	5
Pass Echlara to Kanapoor,	6	1
Cr. Sindee *R.* to Digloor	4	0
Pass Koloor to Mudnoor	4	6
Cross *N.* to Rajoor,	7	1

Places, &c.	Distance between. M.	F.
Biskondal or Buchkonda, ...	2	1
Cross Kolass *R.* to Soopadul,	3	4
Samtapoor.....	2	0
Buswapooram	3	1
Bura Koorubgul.....	1	2
Chota Koorubgul,.....	3	3
Pitlum or Potlum,.....	2	7
Cross Kalanuddee to Kulairee,	3	2
Meerakhanpet or Burasaibpet,	4	1
Nizampet, ...	3	7
Kowlapoor or Kumlapoor, ...	2	5
Sunkurumpet,.....	1	4
Luckmapooram, ...	2	2
Borogoopillee,.....	1	6
l. 3 *f.* Booroogutpillee,.....	5	1
Pass Moosoolapooram and Pedapooram to Yeraram.....	7	2
Pass Jogeepet to Undol.....	5	6
Cr. Manjeera *R.* to Puneal...	6	0
Pass Pedimpettah and Kasala to Kanapoor.....	8	0
Begumpett.....	4	4
Bura Konjeralla.....	2	1
Konjeralla goodrum.....	1	3
Puttuncheroo.....	3	5
Secundrabad, *vide* XXI.....	17	7
Total miles....	413	5

CLXXIX.

NAGPOOR to CHANDA:

Nagpoor to Warhona, *vide* LXXI.....	73	1
Bhanduk, *l. v*.....	11	2
Chanda, *a fortified town*....	11	4
Total miles....	99	7

CLXXX.

HYDRABAD to SHOLAPOOR, via Malkair, Kalberga, and Ukulkot:

(Stages of the Hyderabad subsidiary force in pursuit of Myput Rao, as far as Ukulkot.)

Tarbund.....	7	5
Camp near Gunshampoor.....	12	2
Along the *N.* bank of the Mosey *R.* to Roodeearum.....	10	4
Mudwarum.....	14	3
Along the Mosey to Mooboocooroor.....	10	1
Bad road through thin jungle to Machenypoor.....	8	1
Road good and country cultivated, Mossey *R.* ½*m.* dist. Marsinoor.....	13	2
Road good and country cultivated to Indeeachur.....	10	2
Country cultivated, and road good, running parallel with the Kargan *R.* which is not more than two miles distant to Malkair.	18	1
Road generally stony and bad, but through cultivated country to within five miles of Kalberga, where jungle commences.....	25	4
Road extremely bad and difficult for carriages to Seroory.	19	3
Road stony and extremely bad, country open, but very little cultivated to Tellywara.....	23	2
Along the Boree to Ukulkotta, chief town of a Jageerdar, subject to the Company.	10	5
Kurunjala.....	6	5
Balsingee or Wulsing.....	2	3
Chincholee.....	2	5
Togurla	2	1
Koombharee.....	3	5
Sholapoor	6	1
Total miles....	206	7

CLXXXI.

SECUNDRABAD to FORT ST. GEORGE, by Kurnool, Kudapa, and Nagree:

Secundrabad to Shumshabad..	15	5

Places, &c.	Distance between. M.	F.
Mundeegaon	14	0
Nangunpullee or Nagapilee	13	6
Jerreicherla, or Jurchila, (*fort*)	12	3
Jannumpetta	16	0
Uttakub	9	3
Kota-kota	9	2
Venkutapooram	17	3
Kyatoor ghât on the Krishna *R.*	15	1
Kurnool, *Tumboodra R.*	11	5
Gardymurfoo	9	1
Jellichinoor or Jellikoor	14	1
Gurrygarawla	11	3
Nundeeal	8	3
Yerakoontla	15	1
Kotakundookoor	14	1
Chakulmerree or Chugalmery	10	3
Chintagoonta	15	1
Kaujeepetta or Kazeepet	10	4
Kudapa	12	5
Wuntimetta	14	4
Nundaloor, *Sekar R.*	13	4
Ootakoor or Oodgoor	9	0
Worampaud	10	4
Koodoor	10	4
Through a ghât to Baulapella	14	0
Kurkumbaddee, *Soornamuky R.*	11	5
Serauzpollium	13	7
Through the Nagree ghât to Nagree	12	4
Illatoor	9	5
Paundoor, *Koortilar R.*	11	0
Tirroo-oor, *Madras R.*	10	4
Poondamullee	11	4
Fort St. George	12	4
Total miles	420	4

Table of Distances, Expences, &c. of Dak Travelling.

No. I.

BOMBAY TO CALCUTTA, VIA HYDRABAD.

PLACES.	DISTANCE.		EXPENCE.				
			Days pay.	Rate per diem.	Total of each stage.		
				annas			
From Bombay to Panwell the voyage is from 3½ to 4½ hours;	M.	F.					
1st set at Panwell,			2	8	13	0	0
Khalapoor,	18	5	6	5	24	1	50
Karlee,	17	4	4	5	16	1	0
Tuligaon *khind*,	15	1	2	5	3	0	50
Poona,	19	6	2	6	9	3	0
Ooroolee,	18	6	4	5	16	1	0
Wurwund,	18	4	6	5	24	1	50
Rawungaon,	18	7	8	5	32	2	0
Dhaeej,	15	3	10	5	40	2	50
Indapoor,	17	5	8	6	39	0	0
Temboornee,	13	0	6	6	29	1	0
Arrun,	13	0	4	6	19	2	0
Hewur,	13	6	3	6	14	2	50
Lambooty,	12	7	2	6	9	3	0
Sholapoor,	16	5	2	6	9	3	0
Tandoolwaree,	14	6	4	6	19	2	0
Nuldroog. *The Nuwab Dooly Khan's, vide* XXI.	14	6					

Note.—The set in this division is calculated for 12 bearers and 1 mausaljee.

The set at Tendoolwaree carries to Nuldroog, to which place the Postmaster at Poona has to post bearers for persons travelling post by order of Government.

When a private gentleman requires bearers to be posted for him he should be very particular in stating to his correspondent whom he relies on for assistance, the day, even the hour, on which he proposes to commence his journey; the places he intends to halt at for refreshment, and the time he intends to halt for that purpose. If neglectful of these particulars the hummals may reach their stations several days before they are required, and incur to the traveller, perhaps a great additional expence. Should the traveller, on any occassion wish to halt a day at any place, his stating his intention previously would save the posting of one set. For instance, a traveller from Bombay to Poona will meet the first Poona set at Khalapoor, and supposing that they take him to the top of the ghat to breakfast, they can, having refreshed themselves, take him on in the evening to Wurgaon; or they might come to Karlee to breakfast and run to Wurgaon or Tuligaon in the evening. For the extra labour however, they would be entitled to, at least half a rupee each man, additional. The hummals at Panwell are under the Collector at Tanna, at Poona they are under the Collector in the city, and under the Bazar Master in camp; and this applies also to Sholapoor.

Places.	Distance. M.	F.	Expence of each stage.		
Oomergah,	25	0			
Furdapoor waree,	20	4			
Hoomnabad,	22	0			
Murkoonda,	20	5			
Digwal,	20	7			
Seedashapett or Seeta,asseepet,	18	4			
Puttuncherroo,	22	2			
Secundrabad,	17	7			
Umbarreepetta,	13	6			
Mulkapoor,	11	4			
Goondlaramapillee,	13	6			
Chitnapul or Chitteaul,	14	7			
Pandoongolla or Pamoonookoondla,	10	3			
Hyteetamulla,	8	1			
Sooriapet, *Nizam's*	18	4			
Company's Territory:					
Mongol or Moonegalah: each bearer receives 6 annas and 9 pice,	18	0	5	7	9

Note.—The duty of posting bearers from Nuldroog rests with the Postmaster at the Residency of Hyderabad, but as the whole of the bearers require to be sent to their stations from Hyderabad, seven or eight days are required to lay the dak. The expence is 8 annas per diem to each bearer, reckoned from the day they quit their families till they return. It may be as well to mention also, that any mistake in posting any one set may subject the traveller to great loss of time and considerable expence.

Collector of Masulipatam, (*Mongol to Tadapilly inclusive.*)					
Gareekapadoo or Gurképaudoo, *each bearer receives 7 annas and 6 pice*	16	0	6	1	6
Nundigamah, *each bearer 9 annas*	21	0	7	5	0
Ibrampatam, *ditto,*	21	3	7	5	0
Gunnaveram, *bungalow,*	22	6	7	5	0
Cross Toomlaw *R.* to Ellore, *a military station*	24	3	7	5	0

Note.—The road to Masulipatam branches off at Ibramputanum, distance 55 miles. Weeor, 28½ miles, divides the distance. At Masulipatam, properly Muchleebunder, boats are procurable to Calcutta or Madras. Two days is the usual time of the voyage to Madras.

If bearers are detained more than one day batta must be paid at the rate of 1 fanam, or 1 anna 3 pice per day. Bearers are procurable on the spot to the extent of one set at Moonegala; two sets at Nundegama; two sets at Ibrampatam; and perhaps one hundred and fifty bearers at Ellore. Bearers required at Gurkepaudoo must be sent from Juggiah Pettah, four miles distant. Bearers required at Gunnoveram and Tadapilly must be sent from Ellore, and half hire additional must be paid, or 4 annas and a half each bearer, or three rupees ten annas and six pice per set.

Places.	Distance. M.	F.	Expence of each stage.		
Collector of Rajamundry, (*to Toong inclusive*).					
Taddapilee or Todapilly, 9 *annas each man*	24	0	7	5	0
Cross Godavery *R.* to Rajamundry	20	0	unknown.		
Nella-cherroo	16	5			
Samulkota	13	1			
Naglapilee	12	5			
Wuntmammoree	11	5			
Toong or Pantacottah	12	6			
Collector of Vizagapatam:					
Wattera or Wuttada, *each bearer 5 annas*	24	0	4	0	25
Cheeproopilee or Samperapilee, *each bearer 4 annas*	16	0	3	1	0
Vizagapatam, *military station, ditto - - 4 ditto*	18	0	3	1	0
Bysnapatam, or Bimlipatam, *- ditto - - 4 ditto*	20	1	3	1	0
Cross *R.* to Quannaria or Conada, *sea coast 4 ditto*	13	6	3	1	0
Coopillee or Kooplee, *- - - - - 6 ditto*	20	2	4	3	50
Cross Naugalor *R.* to Chicacole or Cicacole *2 ditto*	10	0	1	2	50
Collector of Chicacole, (*to Pyaghee inclusive*).					
Garra, *Warmshadhara R.*	13	0	2	3	25
Note.—Kalingapatam is 4 miles beyond Garra, on the right.					
Lutchmapoor	10	0	2	3	25
Nowpada	16	0	3	3	0
Poonda or Poondy, *bungalow, fish and oysters, watch the tide*	12	0	3	3	0
Barwa, *fine whiting here*	16	0	3	3	0
Cross *R.* to Itchapoor, *bungalow*	16	0	3	3	0
Berhampoor, *civil and military station*	18	1	3	3	0
Cross *R.* to Ganjam, *plenty of empty houses*	16	0	3	3	0
Pyaghee, or Priaghee	8	0	2	3	25
Note.—In this range, and hence to Cuttack the calculation is made for 12 bearers, 2 bangy burdars, and 1 mausaljee, to each set; each man receives 3 annas.					
Postmaster at Cuttack:					
Malood, *Bengal frontier, each man - - - 5 annas*	9	4	4	2	75
Metacowa, *- - ditto - - 5 ditto.*	13	0	4	2	75
Manikapatam, *- - ditto - - 5 ditto.*	16	0	4	2	75
Nursingapatam, *- - ditto - - 4 ditto.*	11	4	3	3	0
Poree or Jagganath, *a military station, ditto 3 ditto.*	9	4	2	3	25
Mahamaya, *- each man - - 3 ditto.*	10	6	2	3	25
Peeplee, *staging bungalow, ditto - - 3 ditto.*	12	6	2	3	25
Surdurpoor, *- - ditto - - 3 ditto.*	9	0	2	3	25
Ballempetta, *- - ditto - - 3 ditto.*	10	0	2	3	25
Cuttack, *military station, ditto - - 3 ditto.*	10	0	2	3	25

Note.—The road to Manikapatam is through heavy sand, with Chilka Lake close on the right. At Manikapatam cross an arm of the sea one mile wide at low water, which communicates with the Chilka Lake. At Nursingapatam cross a rivulet which has a ferry boat on it during the rains. Cross the Bandia nulla, 100 yards wide, near Juggonath Pooree, a small civil and military station : the residents at which have houses on the sea coast about a mile from the celebrated temple of Juganath. Cross the Teon Mahanuddee to Mookoondapoor, two miles on the Jugganath side of Peeplee. The civil and military station of Cuttack is on the banks of the Mahanuddee, one mile east of the city of Cuttack, which is on the Ratgoree river. The Ratgoree is one mile wide, and ferried over from June to February : during the other months it is fordable.

In the Ganjam district oil is to be paid for as required, and batta of one anna to each person after the first day, is 15 annas per diem additional. In the Cuttack district oil is charged when used at 4 annas each stage.

If a traveller leaves Cuttack at 5 o'clock in the afternoon, he will arrive at Bhareepoor, half way to Balasore about 8 or 9 o'clock the next morning, where there is a bungalow for the accommodation of travellers. He can remain at Bhareepoor during the heat of the day, start again in the evening and reach Balasore to breakfast. Proceed again in the cool of the evening, and arrive at Dantoon, half way to Midnapoor, early next morning; where there is a comfortable house for the accommodation of travellers. In like manner if he goes on again in the evening to Midnapoor, another night will take him to Tumlook, where he gets into a boat and proceeds up the Hoogly to Calcutta.

A traveller with one set consisting of 8 bearers, 2 bungy burdars, and 2 mausals, pays 8 annas per mile, agreeably to regulation, and pays 2 annas per man per diem for detaining the bearers on the road. Or he may pay 3 annas per man for each stage from Tanghee to Khutnaghur, and agreeably to this the following is calculated :

Places.	Distance.		Expence of each stage.		
	M.	F.			
Tanghee, ...	.....		2	3	25
Dugurpanah	.....		2	3	25
Sunkerdihee, *bungalow*	.....		2	3	25
Muckoondburda	.....		2	3	25
Akhooahburda.	.....		2	3	25
Bhareepoor, *bungalow and servants*	54	5	2	3	25
Bhudruck, *about*	9	0	2	3	25
Maikonah or Markoonah, *about*.	9	0	2	3	25
Talnugore or Toolnuzghur, *bungalow*	5	4	2	3	25
Bhaugulpoor	11	3	2	3	25
Neemnallah or Sherghur.	6	3	2	3	25
Balasore, *Post Office*	6	3	2	3	25
Ramchunderpoor	8	0	2	3	25
Bustah	6	4	2	3	25
Jellesore	9	2	2	3	25
Dantoon, *bungalow, the cutwal, who was formerly a gentleman's servant, supplies provision*	8	0	2	3	25
Khutnaghur or Ranee Surdi	10	0	2	3	25
Narainghur	8	0	3	3	0
Benapoor	9	0	3	3	0
Midnapoor	9	0	3	3	0
Janleasunah	7	4			
Nanadewell	8	4			
Ranyhaut	9	0			
Commerfroker	8	0			

Places.	Distance. M.	F.	Expence of each stage.
Koolkee	8	0	
Russelpoor	9	2	
Paharpoor	9	7	
Ellypoor	9	7	
Collypoor	9	7	
Calcutta	10	4	

During the moonsoon it is recommended to travellers to run from Midnapore to Tumlook, which is 51 miles, viz. Debrah and Purtabpoor, and embark there on Roopnaraen river, a branch of the Hoogly. The passage is about 15 hours to Calcutta. The expence from Jellesore to Tumlook, 2 stages, is 26¼ Rs. for bearers, and 1¾ Rs. for oil, being for 12 bearers, 2 bungy burdars, and 1 mausaljee.

Abstract:

Poona range, 259 miles, costs for 12 hamals and 1 mausal, at each stage,	Rs. 326	2	50
Oil and muckadums, fees perhaps additional	20	0	0
Nizam's Territory, 275m. 4f. for 12 hamals, 1 mausal, I am afraid would cost	700	0	0
Masulipatam collectorship, 105 m. 4 f. costs	33	0	0
Rajamundry - ditto - - 100 m. 4 f. suppose ½ r. a mile,	55	0	0
Vizagapatam - ditto - - 122 m. 1 f. costs	24	0	0
Chicacole - - ditto - - 125 m. 1 f.	31	0	0
Cuttack - - ditto - - 112 m. 0 f.	34	2	0
Jellesore - - ditto - - 126 m. 0 f.	42	1	0
Jellesore, through Midnapoor to Tumlook, 95 miles, costs	26	1	0
Total - - - 1,320 m. 6 f.	Expence, Rs. 1,292	2	50

The distance by sea from Bombay to Panwell, about 20 miles, and from Tumlook to Calcutta, about 90 miles, should be added to make the whole distance from Bombay to Calcutta. The distance by land, however, from Tumlook to Calcutta, is only 50 miles.

Good hammals will go four miles an hour, sometimes more, but the time occupied in the journey depends principally on the traveller himself. From 20 to 22 days is a reasonable allowance for the journey to a stout man.

These stages are furnished to me by the several Postmasters on route, as well as by several travellers. In the Nizam's territory, however, no two routes in my possession correspond.

No. II.

POONA TO MADRAS, VIA SATTARA, BELGAM, DHARWAR, AND CUDDAPA.
(*Palankeen dak stages.*)

PLACES.	DISTANCE. M.	F.	EXPENCE of each stage.		
From Poona to Sewree, 2 *days pay is allowed*.	17	2	8	0	50
Seerwul, *K.* - - - 4 *days*	12	4	16	1	0
Bhoenj, - - - - 4 *days, if sent from Sattara*	18	7	16	1	0
SATTARA, - - - - 2 *ditto*	15	3	8	0	50
Paul, - - - - - 4 *ditto*	13	5	16	1	0
Kurarh, - - - - 2 *ditto*	17	6	8	0	50
Oorun-Islampoor, - 4 *ditto, if sent from Kurarh*	18	7	16	1	0
Tasgaon, - - - - 6 *ditto from Kurarh*	15	4	24	1	50
Note.—The estimated expence thus far depends upon the resources in hammals at Sattara and Kurarh. If these places cannot supply the number required at the nearest stations the expence would nearly double this estimate. I have no knowledge of the resources of Tasgaon and Meritch in hamals.					
MERITCH	15	7			
Eroor, *flying bridge over Kistna R.*	19	6			
Nugur Manowly	15	5			
Padshapoor	19	6			
Marehal	15	5			
BELGAM	13	6			
Note.—Another road from Padsapoor over the hills saves 5½ miles, but it is indifferent.					
Bagwary	14	0			
Nundéhutty (*estimated*)	20	0			
DHARWAR (*estimated*)	20	0			
Note.—From Belgam to Dharwar costs 50 rupees.					
HOOBLY	12	6			
Heera Hurkoonee	16	4			
SAVANOOR	14	2			
Mootu BENNOOR or BEDNORE	21	7			
Ranee BEDNORE	12	3			
HURRYHUR, *Toombudra R. across*	18	1			
Honoor	14	7			
Burrumsaugur	15	0			
CHITTLEDROOG	18	1			
Jyamungalum	15	5			
Hereyoor, *fort*	12	0			
Tauvinjkerry	16	6			
SIRA	8	7			
Columbella	8	0			
Cheyloor	14	1			
Toomkur, *fort*	16	2			
Hully Nidzgull, *near the fort of Nidzgull*	11	0			
Baigoor	12	5			
Madaveram	12	1			

Places.	Distance. M.	F.	Expence of each stage.
Bangaiore, *fort*	11	1	
Note.—From Hurryhur costs 116½ Madras rupees, being about 3 pagodas a stage.			
Ooscottah, *fort, good bungalow*	18	0	
Belloor, *a bungalow at Narsepoor*	15	1	
Colar, *fort, good bungalow*	10	2	
Baitmungalum, *ditto*	18	2	
Venkutagherry, *tolerable bungalow*	11	2	
Nackenyary, *a bungalow top of the Pidanaigdurgam*	10	4	
Lalpett, *a choultry near Sautgurh*	10	0	
Palliconda	14	6	
Vellore, *a large military station*	14	0	
Arcot, *cavalry cantonment*	14	2	
Cauringpara, *choultry*	9	6	
Baulchitty, *choultry*	11	6	
Rajah's *choultry*	10	5	
Note.—The choultry large, built of stone, about 6 miles from Wallajabad, a military station.			
Strupamadow, *a very good house here*	13	6	
Cunnatoor, *no accommodation*	12	0	
Madras, *fort*	15	4	
Total miles	776	2	

No. III.

POONA to MADRAS, via Sattara, Belgam, Dharwar, Bellary, and Cuddapa.

Places.	Distance. M.	F.	Expence of each stage.
To Dharwar, *vide* II	284	1	
Behutty, *estimated*	16	0	
Anachairy	16	0	
Gudduck	13	5	
Dummul	16	0	
Mondurgee	10	0	
Cross Toombudra to Humpasagur	10	0	
Note.—From Dharwar the hamals posted cost 130 rupees.			
Raheempilee	15	0	
Hospet	15	0	
Gurdiyanoor	15	4	
Koortiny	12	0	

Places.	Distance. M.	F.	Expence of each stage.
Bellary	11	6	
Guland	22	0	
Gooty	22	0	
Note.—From Humpasagur the hammals posted from Bellary, cost Col. C. 116 rupees. This is the route recommended to travellers during the rains, there being ferry boats on all the rivers on route.			
Ryacheeroo	14	7	
Yegadoor	10	5	
Tarputree	6	1	
Cheywootapilee	16	1	
Yaimaveram	13	1	
Chillumkoor	8	3	
Sadapoorla	12	4	
Cuddapa	14	3	
Wuntimettah	16	4	
Nundaloor, *Secarer R*	12	4	
Oodgoor	9	1	
Worrumpaud	10	5	
Codoor	9	7	
Through a ghât to Balpillee, *on Soornamuky R*	13	6	
Kurkumbady, *fort*	11	6	
Sirazpollium	16	0	
Through Nagjery Pass to Nagjery	11	6	
Nootchilly	11	4	
Sholingur	9	0	
Arcot	14	5	
Madras, *vide* II	73	3	
Total miles	795	4	

The following extract from the Police Office Regulations at Madras, regarding palankeen bearers will enable a person to calculate the expence of dak travelling through the Madras territory.

Palankeen bearers of all descriptions, 9 in a set, to be paid at the rate of 3 fanams per day, or 2 pagodas each per month.

Bearers hired to go beyond the precincts of Madras, to be paid according to the distance; calculating the rate of hire at 3 fanams each for every 10 English miles.

A set of bearers required to go beyond the precincts of Madras, or to St. Thomas's Mount, Poonamallee, or Ennore, shall consist of 10, but if required for a greater distance, of 12.

Bearers hired at Madras, if they go into the country beyond the distance of 10 miles, and are detained for some days, are to receive 1 fanam a day batta in addition to their daily hire of 3 fanams each.

Bearers are entitled to the daily hire of 3 fanams, although their services may only be required for a portion of the day; it will however be optional with the bearers to engage themselves per trip or for half hire.

A set of bearers when travelling shall receive 3 single Madras fanams each for every 10 English miles.

If a person in the course of a journey remains at a place, he must for the first three days pay each bearer 1 single Madras fanam batta; if he remains more than three days, he must pay each bearer 3 single Madras fanams per day.

If the bearers are to travel through cross-roads, they are to be paid at the rate of 3 single Madras fanams each per 10 English miles.

A set of bearers on field service to receive each 2 pagodas a month, and the head bearer 2¼ pagodas.

Bearers on field force are not to receive batta.

Posted Bearers.

If the posts or stations are divided into distances of 30 miles, the rate of charge for a set of 12 bearers shall be 12 single Madras fanams for the first station, 18 single Madras fanams for the second, increasing 6 fanams every station or post; and if the stations are subdivided into half distances of 15 miles each, then the increase upon each post shall be 3 fanams; and if into distances of 10 miles each, the increase shall be 2 fanams, and so in proportion according to the division of the posts.

If the bearers are detained on the road, they are to receive 1 fanam a day for the first 4 days, and 3 fanams a day for every day afterwards.

If after having been posted they are recalled, they are to receive for the time they have been absent, at the rate of 1¾ pagoda per month, and the head bearer at the rate of 2 pagodas.

If bearers are sent from Madras to any distance, to bring back a gentleman from thence, half the hire is to be paid for going, and full hire for bringing back.

In case a set of bearers who are posted for any gentleman be left at any particular post, having received their full hire to that post, any other gentleman arriving there, or requiring that the set be detained there on his account, shall pay to the set of bearers the rates for waiting already established; and for the distance of journey the usual travelling pay of 3 single Madras fanams for every 10 miles.

No. IV.

From BOMBAY to the NILGHEERY HILLS.

The voyage from Bombay to Cannanore is accomplished in about 6 days, and thence to Calicut is reckoned 12 hours sail. Paulghautchery, distant 87 miles, is reached by palankeen dâk in 24 hours; thence to Coimbatoor the distance is 30 miles, and to the foot of the hills 28 miles further. From the bottom of the hills to Dimpatty above, is a distance of 12 or 13 miles; the most part of the way being a severe ascent, and taking nearly a whole night to go up in a palankeen. The whole distance from Calicut is about 158 miles; and may be posted the whole way.

The country on the hill is described as beautiful, as abounding with game, and the gardens producing roses, geraniums, &c. in profusion, with plenty of vegetables. The average range of the thermometer is about 66° in April, and from comparisons made at the same time it was 94° at Coimbatoor.

No. V.

From BOMBAY to MAHABULESHWUR.

Mahabuleshwur is almost equidistant from Mhar and Sattara, and forming a table land of nearly 5,000 feet, it gives rise to the different branches of the Krishna and other rivers, and is therefore the most elevated point of the ghât in these parts. The breadth of this table land, from the point where the road begins at the ghât leading from the valley of Sattara, until it descends on the opposite side into the Konkan, is about eight miles. The distance from Mhar to the hills is little more than thirty miles, or three easy stages; and to those who propose to take a trip here from Bombay, I would recommend that they should take a boat as far as Mhar, via Bankoot, and then procure palankeen bearers from Dapoolee for the remainder of the way.

Those who have enjoyed the usual cold weather of the Deckan, during December and January, will be able to form a much better general idea of the Mahabuleshwur climate from March to June, than could be possibly conveyed to them by any more minute or laboured description. The minimum of Fahrenheit's thermometer is, sometimes, at night 64°; a range of temperature which is only four degrees less than the maximum heat in May on the Nilgherry hills. Though the average heat at Mahabuleshwur, a little after noon, is then 80° in a house, or 20° greater than the extreme heat of the Nilgherry hills. The temperature of the former, when there are clouds, does not exceed 70°. The average variation during the day is about 12° of Fahrenheit.

To those who are suffering more particularly from weakened stomach, general debility, and exhaustion, than any from any specific visceral enlargement, a residence here during the hot season presents incalculable advantages. When the secretion of the liver has been languid, it at first produces an irregular but augmented circulation in that organ, by increasing the tone and energy of the stomach; and to those who might not have access to a physician, it will be satisfactory to know, that a few grain doses of calomel, the daily application of warm bathing, and the flesh brush, with the habitual use of flannel and warm clothing, are the proper correctives for this state, until, by a longer residence here, the body shall have retrieved what it had previously lost in a too moist and heated atmosphere. Exercise, both on foot and horseback, can be freely indulged in; to which the invalid will be naturally prompted by the bracing influence of the air, and the encouragement of a good road for a morning ride, through romantic and picturesque scenery.

To the sportsman these hills offer, I fear, but little amusement; a few hares, jungle and spur fowl, being the only game. But those to whom the voice of the blackbird and thrush can bring pleasing recollections, and who love to associate the pleasures of a happier climate with the appearance of ferns, willows, and the moss in blossom, will find here no mean resemblance, for India, of that climate, for which, as Englishmen, we long even when the common evils of our exile are not aggravated by sickness.

A temporary chupper over a tent would effectually secure the traveller from any inconvenience during the day when the thermometer exceeds 80°, which is the maximum here, in tents, for May. As the nights are cold, blankets and warm clothing are indispensable requisites.

List of Ghats in the Syhadree Range of Mountains, from the Rhowra Ghat leading into the Attaveesee, to the Ram Ghat leading to Goa.

Rhowra Ghat.—The ghats, or passes, descending from Gungthury into the Kokan, are, all of them, short and easy of descent, and differ materially from those of the Judyadree range near Kassarbaree, or those in this range more southerly and near Poona.

In height they do not appear generally to exceed 500 feet, and the descent is rather steeper than the Kassarbary, but the great difference is, that the country throughout to the right and left of each road, which itself winds along a ridge or branch (as it may be called) of the highest hills, is completely intersected by similar ridges, extremely steep, mostly too much so, in any cross direction, for even foresters to descend; and the whole face of the country is covered with trees, bamboos, underwood, and long grass. This makes it impassable for cavalry except by the roads, or rather paths, all of which might easily be destroyed by cutting ditches across them, where, as is generally the case, they are of earth, or by felling trees across at favourable places.

From the tops of the passes, the country westward is seen to be covered by jungly hills, for at least 15 miles in every direction, and water is scarce, generally early in the dry season. The low country called Kokun, or Daung, is inhabited by Bheels and Coolies scattered over the face of the country in open villages in no way protected, nor even surrounded by hedges.

The ghats north of Rhowra, as Morkurra, Hudgur, &c. all lead to Soorngana, (*vide* VII) and those south of it, as Bunwur, Pullasur, Aumbana, Oossessara, and Gaundoola, lead to Bowra. Wunassy, Wagdeo, Muhajee, Sowl or Sawal, Ambegund and Bulsay, lead to Peint, Kurukwal, Futihpoor, Belaulgurh, Oomergaon, &c. Peepree, Gaundwassy foot path, Jam, Deol, Gorky, Ooranu, Jaumla, Agsar and Wagayra Ghats, all of which lead to Hursool, and are rather steeper than the former, and pass through a country equally hilly. Of all these ghats, the Sowl, Ambegund, and Wagayra, are the easiest. The Madras Pioneers were employed in 1818, in repairing the Sowl Ghat.

The low country affords timber in abundance and some teak, which is brought up by coolies through these passes for sale at the adjacent towns of Nassick, Trimbuck, Dindory, &c. Booruj, and Ambooly Ghats, are both of easy descent, and may be made fit for guns; they lead to the town of Jowaur, belonging to the Jowaur Rajah.

The country through which all the roads lead below the ghats is so completely covered by hills and forests as to be impassable in every direction, but by the roads, which are generally very bad.

Seer Ghat, South of Trimbuck, leads from Deogaon above to Khundala below; it is on the principal road from Basseen to Trimbuck, and is used by country carts proceeding to the annual jatra at the reputed source of the Godavery. The Bunjaras, who proceed by the Peepree ghat, as the most direct road, prefer this road on their return with their cattle laden.

THE TULL GHAT, (*vide* LIV.) is easy and practicable for carts, and is the most eligible for troops moving in the direction of Nassik from Bombay. The Pioneers are now at work (1826) making the road from hence to Bhewndy.

PEEPREE GHAT, OR PEEPREE BHOR GHAT, leads from Wassula, 10 miles from the bottom, on the road to Bhewndy, to Peepree, 3 miles from the top, on the road to Nassik. The approach below is a very hard stony road, through a hilly and rather jungly country. The ghat is of easy ascent, and might be made a very good one. This is one of the usual roads from Nassik to Basseen, Kallian, &c. From Peepree to Nassik is about 32 miles: Bhewndy is 46m. 7f. from the top of the ghat.

THE GOONDA AND OWUTTA FOOT GHATS, lead up to Koolung from the Kokun.

MAINDA, OR MENDHA GHAT, leads from Dholkhum by Hinglood at the bottom, to Ghatgurh, a little beyond the top of the pass, and thence to Rajoor. The lower part of the road is good, but the upper is precipitous stony and dangerous for cattle; it is, however, a good deal frequented by Bunjaras. There is a little bad water procurable about half way up, and a tank at the top. From Dholkhum to Hinglood, which is a little off the road, is 3 miles: thence to the top of the ghat is 3½ miles.

CHOONDA OR CHOONDA-MENDHA GHAT, 3 miles east of Dholkhum, leads from the deserted village of Choonda at the bottom of the ghat to Ghatgurh above. The ascent is about 3 miles, and is only passable for men or unladen cattle. It was formerly frequented, but is now so bad as to be entirely discontinued as a bullock road. The fort of Ruttunpoor is about 6 miles from the top.

MALSEJ GHAT, north, below Joodhun, (*vide* IV).

NANA GHAT, south, below Joodhun, is about 12 miles from Jooneer. From Ghatgurh, which is the petta of Joodhun, to Wysakra, a small village below the ghat, is about 5 miles. The road is frequented by Bunjaras in the dry season, but in the rains a part of the road, on which the rock has been cut into steps, is dangerous for the passage of cattle. A considerable distance is saved by this route from Kallian to Ahmednuggur, but a native, having baggage and followers, would in any season prefer the circuitous route of the Khandala Bhor ghat, to any of these passes. Dussye is 4 miles from the bottom.

BORUNDA FOOT GHAT, leads up to Byramgurh.

THE OWAPPAH AND KONTEE, both foot ghats below Gomehgurh: the first has been stopped up. Dussye is 5 or 6 miles from the foot of it.

GHAR, OOMRAH, AND GOOMAR GHATS, leading up to Seedgurh hill fort, are only accessible to foot passengers. From the fort to the flourishing village of Narrolee below is about 2 miles. The distance from Narrolee to Morebaur, (*vide* XCVII.) is 10 miles measured.

RUNSHIL, OR BHEEMA SHUNKUR GHAT, by this route mussaula of all kinds, oil and jaggry, are transported to Panwell; and the cattle in return take up salt for the Deckan.

KOULACHADUR AND NAKINDADUR GHATS, for unladen cattle, and AUDURADUR, for men only, lead up to Khotelgurh, or meet there. From the fort to Amboolee below is 2½ miles; from the latter to Sheloo, (*vide* X.) via Pahtrudge, is 12½ miles.

SAOLA GHAT, foot-path. It is by this ghat that the principal part of the timber from the Konkan is brought up to be forwarded to Poona. The supposed amount of it annually is 50,000 rupees.

KOLUMBA GHAT, frequented by laden cattle with batty and salt from Kalian, is 2 miles south of Khotelgurh: close to this ghat is another (name unknown) difficult and precipitous foot path, by which a light detachment of the 4th Regiment ascended to Englud and surprized a party of Coolies in February 1818.

KUSSOOR GHAT, (*vide* X.) The road is passable for bullocks laden, winds a good deal, and is about 2½ miles long.

THE RAJ MAUCHEE GHAT, (*vide* XCIX.) leads from the fort of the same name to the small village of Khurroundee below, situated on the Oolassa river. The ghat is said to be 4 miles long by a winding road, and only accessible to cattle lightly laden, and foot passengers.

BHOR OR BORE GHAT, (*vide* I.) from Poona to Panwell is a little steep near the top and bottom; but it is a good made road the whole way.

Between the Peepree Bore ghat and Khandala Bore ghat there are, besides those above enumerated, the following pathways, or rather durras, which are accessible, with some difficulty to foot passengers; the Konoo, Hindoola, Manjer, Strombo, Ambolee, Pootychee and Missnya.

KHUROWNDA GHAT, passable for unladen cattle.

SAYU, GAROOLOWT OR SEWASHNEE, AND WAGJAEE OR TELBELYA, GHATS, (*vide* XXXIV.) the three ghats branch off at Awulus above, and lead to the Waree of Jamboolpara below. The two first are accessible to laden cattle, but the second is long, tedious and difficult; the last is a mere foot path.

LENDYA OR LINGA, TAMUNU, DEO, TEEBTEEBA, AND NISNEE OR KOORDOO, GHATS, (*vide* XXXII.)

KOOMBA GHAT, (*vide* XXXII.) is the best pass leading from the Deccan in this quarter.

KUWLA GHAT, is a bad road for cattle, but is sometimes traversed by Bunjaras.

SEWUTTEE AND MUREH GHATS. (*vide* XXX.) The first is very difficult for cattle or led horses, the second is accessible to cattle, but is a very bad and tedious road.

AMBANUL GHAT.

BOPEE OR BORPA GHAT. The first ascent is tolerably good, the latter part steep, rocky and difficult. Several gentlemen lately have gone through this ghat, and report favourably of it. Dywaree is 3½ coss from Sewtur near the bottom; and Yeloo, (*vide* XXIV.) via Koorjee and Sewapoor, is 22 miles from top, over a good road, in which however there are two small khinds.

WURRUNDA GHAT, is N. 80° E. 13 miles from Mhar, and leads into Heerdos Mawul, belonging to the Punt Suchew, and then along the Neera river to Bore and Seerwul. From Majree at the bottom, to Oomurda-chetulla, where there are but a few huts, is 2m. 5f. the ascent is only 6 furlongs. It is steep near the top, and difficult for cattle. This is the lowest part in the Indyadree range. After ascending the ghat, there remains 6 miles of road (worse than the ghat) to Heerdosee on the Neera river. Mhar to Wurrunda is 11 miles, and Wurrunda to Heerdosee 10¼ miles.

THE SEWTA GHAT, leading from Mhar to Poona, is about 8 miles N. W. of the Wurrunda ghat. It is passable to cattle, and might be made so to carts; but the road from the top is extremely bad for 4 miles.

KAMTEE AND DOWLEE GHATS, foot paths for men only.

THE PAR GHAT, (*vide* LXXXVIII.) on a usual route from Sattara by Waee to Bankoot and Mhar. At a distance of about 20 miles, on the road is the small village of Kooroolshee, situated at the bottom of a small but difficult ghat, which bears its name. Having ascended this ghat, the road leads along table land for 6 or 7 miles to the Rurtoondee ghat, at the foot of which you cross the Koeena river to Par, which is considered the pettah of Partubgurh, a fort one mile on the left. The top of the ghat is about 3 miles from Par. The descent to Kinnaseer is about 4 miles, and Pholadpoor, on the right bank of the Sawutree, is about 8 miles from the latter place. This route is frequented by Bunjaras bringing grain and salt to Sattara from the Konkan.

HUTLOT GHAT, seven miles south of Par ghat; it leads from the fort of Mukrungurh to Kher in the Kokan, but is little frequented. After descending, the road follows the course of the Jugbooree river about 9 miles, to Amboolee at the bottom of the ghat of that name; neither the ghat nor the approach to it are practicable for carriages.

AMBOOLEE GHAT. (*vide* LXXV.) This ghat is N. W. from Sattara; the road is not a good one, and near the top it is extremely precipitous.

NORTH TEURA GHAT, the ghat is about 23½ miles from Sattara, and leads direct down to Chiploon, which is about 43 miles, road distance, from Sattara. It is hardly practicable for loaded cattle, although used by Bunjaras and others. The road between Teura at the bottom of the ghat, and Chiploon, about 14 miles: it is very bad; and when the ghat has been passed, and the Quina river crossed, the Ossarla ghat is to be ascended. The road then leads along table land 4 or 5 miles, to the Neetrul ghat, which you descend to Neetrul a village about 11 miles from Sattara.

KOOMBHURLEE GHAT, (*vide* LXIX.) is about 13½ miles S. of Teura ghat, and is the best in this part of the range. The ghat is winding and long, but the ascent in consequence is easy; it has lately been repaired, and is the high road from the coast to Kurarh, Sattara, Sholapoor and other places.

Note.—It is of little consequence that the passes into a country are easy, if the further advance therein is worse than the pass itself. The country between the Syhadree range and the sea, comprehended between Goa and Surat, including the Warree country and the Attaveesee, is remarkable for the badness of its roads.

From Vengorla to Aptah there are neither carts nor cart roads, except in the immediate vicinity of Malwan, Rutnageery, and other principal places, but as far as the Sawutree there are cattle tracts, or pathways, which usually pursue the most direct line over arid rocky uplands, and across cultivated valleys, in which the roads are usually ploughed up during the season of cultivation. From the Sawutree to Aptah and on to Panwell, a jungly country, the road often winds between hill or dingle and fen. From Aptah to Surat is a cart road, but only the small cart drawn by one pair of bullocks is used. From Tannah two roads lead to Surat, one along the beach, which is perhaps the best of the two in the rains, and the other running a short distance inland: they join at Sucheen, 10 miles from Surat. But roads along the Konkan are comparatively but little used by either troops or traders; the first consists of an occasional relief battalion once a season, and sea carriage is usually preferred by the latter.

Chiploon to Sattara, by this road.

From Chiploon to Patun (vide LXIX.)	miles 36
Patun to Cherrégaon	13
Cherrégaon to Pal or Palee	9
Palee to Sattara Cantonments	14
Total miles from Chiploon to Sattara,	72

The difference between this route and that by the Teura ghat is about 30 miles; yet the Koombhurlee is to be preferred for the passage of troops, while the Teura, when despatch is essential, may be chosen by the traveller with little baggage.

MULLA GHAT, (*vide* LXXXVIII.) is about 9 miles S. of Koombhurlee ghat, and leads from Kurarh to Makhjoon in the Konkan. Mulha Pet, about 2 miles from the top of the ghat, is about 30 miles due W. from Kurarh. From Mulha, descending winds the ghat, which is about 3 miles in extent, to Puchamba, is nearly 9 miles: thence the road along the banks of the Gurhnee river about 14 miles, to Makhjoon, (*vide* XXXI *and* LXXXV.) which is 16 miles due E. of Veejyegurh and Jyegurh, both on the Shastree river. The fort of Pritchitgurh is 4 miles S. of the Mulha ghat, and Buerogurh is 4 miles N.

SOUTH TEURA GHAT, about 6 miles south of Mulha ghat, and 13 miles from Sungumeshwur, at the junction of the Sonvee and Shastra (or Jyegurh) rivers. The fort of Pritchitgurh is on the left going towards the bottom of the ghat from the village of Teura. The ascent is exceedingly steep for 2 miles; the road being up the rocky bed of a torrent. From Teura at the bottom, to Seedeshwur (6¾m. from the top,) is 11m. 6f. The road from the top is tolerably level until within 1½ miles of Seedeshwur, then leads down a difficult little ghat. Seedeshwur is about 66 miles from Meritch, and the road all the way is along the course of the Warna river to its junction with the Kistna near Meritch.

KONDHEE GHAT, is 5½ miles south of Teura ghat and about 8½ miles S. 70° E. from Dewurook, (*vide* LXXXV.) The village of Kondhee at the bottom of the ghat is only about 4½ miles from Chandil at the top; but the ghat is a bad one. From Chandil to Loand, on the Warna river, is 5 miles more, and here the road is joined by that from Seedeshwur. The fort of Mymuntgurh is 2¾ miles south of the Kondhee ghat.

AMBA GHAT, is about 11 miles south of Kondhee ghât, and leads from Dewurook by Sakurpa Pet to Mulkapoor, and thence to Meritch or to Kolapoor (*vide* LXXXIX.) The hill fort of Veeshalgurh is about 14 miles S. E. from Dewurook. It is separated from the main range of the ghats by a deep chasm, excepting at the gateway, where it is connected by a small neck of land. On the north side is the Dewurra ghat, and on the south the Prubhaolee; the first is impracticable for cattle, and the latter is seldom used but by travellers going to the fort, which is the residence of the Prethee Needhee of the Kolapoor Raja.

THE ANNUSKOORA OR ANKOOSRA GHAT, (*vide* XXVIII.) is 9 miles S. of Veeshalgurh, and is on the direct road from Kurarh to Malwan. This is also the usual road to Rajapoor, Khuréputan, &c. from Meritch. It winds a good deal through the hills, is a good road, about 3 miles in length, and paved with large rough stone in a few places where it is rather steep.

About the centre of the ghat is a chokey for collections on the traffick of this road. A little labour might make this ghat practicable for guns, but the approach to it in the Kokun is very bad. From Ankoosra at the top there is a good cart road, via Mulkapoor to Kurarh. Karawaully near the bottom affords a few of the usual supplies.

KAJURDA GHAT, is on the direct road from Kolapoor to Rajapoor in the Kokun: the road was formerly passable to laden cattle, but is now stopped up, in order that the customs, it is said, may be collected at other ghats.

BAWURA GHAT, a road for foot passengers, also frequented by laden cattle going from Kolapoor to Rajapoor.

SEWGURH GHAT, (*vide* XC.) leads from Kolapoor to Asheeamuth and Malwan. Guns have, in former times, it is said, been brought up this way, but it is now out of repair.

THE PONDA OR PHONDA GHAT. (*vide* XXIX.) Some years ago a detachment with artillery descended this ghat to Warree; the road was then made practicable for ordnance, but it does not appear to be much frequented at present. With little labour it may be put in good repair. The approach from the east is by a steep ascent of about 200 yards, and passing a short way along a ridge of the mountain the ascent is gradual for about two miles into the Konkan. There is much jungle and forests of large timber on the hills. This ghat is in the direct line from Sholapoor to Malwan.

GHOTGAY GHAT, (*vide* XC.) leads from Kolapoor or Meeruj to Malwan. The road is bad near the top, but laden cattle frequent it. From Ghotgay near the bottom is 4 miles to Injaleea near the top

RANGNA OR PRITCHITGURH GHAT, (*vide* XC.) is frequented by laden cattle from Kolapoor to Malwan. The fort, which protects the passage, gives name to the ghat.

HUNOOMUNT OR TULKUT GHAT, (*vide* XC.)

AMBOOLY OR PARPOOLY GHAT, by which Colonel Dowse's force descended to invest Raree. At that time the pioneers of the force in three days made it very passable for small guns. The whole descent is stony, and in no part very steep; but in consequence of several zigzags in the road great difficulty would be experienced in getting down, or dragging up heavy ordnance. At the top of the ghat is a large well, near which is a small piece of ground to encamp. At the bottom is a stream of fine clear water, and a small open space to encamp near the chowry. The top is 20 miles from Ajerah on the road to Belgaon and to Kolapoor. From the deserted village of Parpooly near the bottom, to the Ambooly pagoda and custom-house near the top is $5\frac{1}{4}$ miles. The Hurneassy river is crossed at $3\frac{3}{4}$ miles near its source, on the road to *Kusbu* Ajera. Merchants from Goa to the Deccan seem to prefer this road.

RAM GHAT, (*vide* LXXXII *and* LXXXIII.) is the great pass to the upper country from Goa to the S. W. and from Warree, Vingorla and Malwan to the W. Chandgurh is one march from it on the great road to Ajera, Kolapoor and Poona, whilst Patna (*vide* LXXXII.) is similarly situated on the eastern road to Belgam. The approach to the ghaut both above and below is a made road, the ascent easy, and passable for every description of wheel carriages. The general breadth of the new road finished in March 1821 is 30 feet. The tract of country below the ghat is wild, hilly, and covered with large trees, clumps of bamboos, and thick underwood, with partial cultivation in the valleys.

GHATS IN THE INDYADREE RANGE,

FROM ADJUNTA WESTWARD.*

THE ADJUNTA GHAT, (*vide* LXV.) is the only one passable to carts in this part of the range. The old road by the gateway is much broken up, and another nearly as bad for carts is more frequented. East of the principal road, and within a few miles, are pathways, called the Bore, Tondapoor and Mues ghats, passable to men only; and the Buel ghat passable to laden cattle. These pathways all lead through Wankry to Bokerdun.

GOWTULA GHAT, (*vide* LV.) leads from *Kusba* Chaleesgaon to Kunnur.

RANJUN GHAT, for foot passengers.

AMBA GHAT, passable to all sorts of cattle, is on the road from the town of Chaleesgaon in Khandes to Kunnur, (*vide* LVI.) Sewapoor, a new village, is at the bottom in Khandes, and Oopula, a village of the Nizam's, is at the top.

GUNESH GHAT, is capable of being made a good road for cattle, but it has not been frequented of late years.

HUNMUNT GHAT, is described as a good cattle road, but is not frequented. Goreegaon, a new village, lies at the bottom. It leads from Jattegaon to Kunnaura fort.

SOOL GHAT, a foot path leading from Dairy to *Kusba* Jattegaon. The distance between these places is 6 miles.

PEEPULGAON GHAT, has been shut up for 20 years, and if opened would only admit of foot passengers.

KUTEELNAT or PEEPREE, PURDUREE or TAKIA, and PEEPREE GHATS, from the village of Dekoo, above, roads lead to these three passes. The west road, which leads to Peepree in Khandes, 8 miles from Jattegaon, is practicable for horses and loaded bullocks; the next leads to Purduree below the ghat; the third presents the longest road, and like the others, is practicable for cattle. All these ghats begin to descend from narrow openings, and wherever they lead between precipices on the one hand, and rocky heights on the other, offer great facility for defence.

KASAREE GHAT, or KASARBAREE. (*vide* XXXVIII.) Three miles west of the Purduree ghat the upper range of hills suddenly disappear, the country becomes more open, and the ascent into Khandes much easier, or less steep. This is the principal pass from the Deccan into Khandes. There are three roads four miles asunder, leading from the villages of Waukla, Bhaudly, and Tunwarra. The two first are best for guns, and altogether are very easy, but in fact the whole country, extending nearly five miles, affords plenty of paths and roads.

SOMTANA GHAT, is a gun road of very easy descent from Maindapoor by Somtana to Taunkly. Between the two first places a cart road joins from the Kusba of Rajapoor, whence there is a path for men and cattle by Bowry village, also to Taunkly in Khandes.

RAJAPOOR GHAT, a gun road from Rajapoor to Saegaon and thence to Wudaly. A cart road leads also by Parnella to Saegaon. The whole face

* I have no account of the ghats between the Adjunta and Gowtullu, but I conclude there are some. For a description of the range west of Adjunta, see Hamilton's Hindoostan, vol. II, p. 107. east

of the country from Baudly to Maindapoor, about 12 miles, although it has no marked roads, is easy of descent.

LURSINGEE GHAT, a cattle road. Here the hills have a much more perpendicular descent, and continue steep to the UNKY-TUNKY Pass, which is a good and open gun road. Between this pass and the Lursingee there are the following, Mohaigaon, Tekooe, and Hauree, all of which are steep, and only practicable for foot passengers, or unloaded cattle, and even to them with difficulty. These passes lead from Maligaon to the villages from which they take their names; and the fourth, leading from Chandgaon to Banjeroowary is better than the others.

At the foot of Kowtrea fort, the hills leave an opening of about four miles, the whole of which is nearly flat; and the country has only a gentle declivity till it joins Khandes. Between Kowtrea and Chandore the principal separations in the hills are, first at Boargaon, leading from Khandgaon to Chandore; the second, which is a gun road, leads from Koondulgaon to Chandore; the third from Kandgaon to Neembaytee by Dhureylee.

CHANDORE GHAT. The following passes are united in the road which leads by Chandore, having only that opening to the Deccan; first the Raura ghat, a gun road from Chandore to Chinchwa; second the Marerbarry, from Nandoo Taik to Darjrour; third, Moordar pass, from that village, and from Naundoor Taik to Waukarry; fourth, Chinch Baree, from the small bheel village of Cheezbarry to Waukarry, *Kusba* below. The three last are only fit for cattle.

GEERNAR BAREE and JARRY BAREE, a cart road. From this to the westward the character of the passes is changed; and the beaten tracks are practicable; the mountains between them being impassable even to men.

BOWRA BAREE barely passable for cattle, leading from Kheldury above, to Bowra below, is narrow and confined by steep hills.

WUDALA BAREE, KATCHIN BAREE, and MARKINDA BAREE, are of the same kind as the Bowra. There is also a foot path between Markinda and Chuttersingee leading from Bhautora to Bhowany pagoda on Chuttersingee, and to two small villages named Peepree, and from thence through a long dreary and wild country to Wurkaira.

EKWOTTA BAREE, leads direct from Won (*vide* LVIII.) to Abhowna, and is the best of those from Chandore, and consequently is most used. Carts pass it, though with difficulty, although it is good for cattle and camels. Between this and the Rhowra ghat, which descends into the Kokun, are the following small passes, practicable for foot passengers and unladen bullocks; first Korally foot path, from Korally to Dheelwary; second the Lodai pass, a narrow and circuitous route to Abhowna, barely passable to cattle; third Boorood; and fourth Bheel ghat, leading direct to Hudgur, thence down to the Kokun by the Morkura pass. Under the former government all the passes in this part of the country were occupied by armed Bheels. These Bheels escorted people and cattle through the ghats, exacting money for this service, and also defended the country from intruders or other thieves. They can at a short notice collect together 150 or 200 men, who are more civilized than their brethren generally are, living in villages and cultivating lands in and near the passes which they guard, and as such, these Bheels appear worthy of support.

SAUTPOORA RANGE :

(The following is given from native accounts. The relative situation and distance of each pass from the other not known.)

NUMTEA CHU GHAT, for foot passengers, is distant 4 coss from Rauneepoora (*vide* CXI.)

KUTEEBOREE GHAT, is a good road, and if cleared of jungle, would be passable to every description of laden cattle. It leads from the *Kusba* of Borud or Bordu to Kuteebor, a deserted village at the top, passing Allapoor below.

AKRAUNEE GHAT, leads from Sooltanpoor (*vide* CXI.) to Dhergaon. It has two paths, the one passable to foot passengers, has Akraunee, a town in ruins, near the top, and the deserted village of Choonakhan below the ghat. The other path, which is passable to horses, has Kulhar (deserted) at the top, and the deserted village of Dhurmpoor at the bottom.

CHABULA GHAT, is only a foot path, but would be passable to laden cattle were it cleared of jungle. Perputee is at the top, and Chabula below; both deserted villages.

DODEYA BAWA'S GHAT, is passable to cattle lightly laden, and led horses: below, to the south, is Alwun; from thence the ascent and descent to Beejlee, on the north side of the range, is 3 coss. This is the ghat called Bowaka in CXI.

CHHADSULEE GHAT, being choked up with jungle, is impassable to laden cattle. The ascent is 1½ coss. The village of Katur is below, and above is Chhadsulee, (*vide* CXI, there spelled Chaursaylee.)

BURWANU OR SOOKULDEWEE GHAT, is practicable, but a bad road for cattle. It leads from Sooltanpoor to the town of Burwanu; the road distance between these places is 50½ measured miles, over a succession of hills; but it appears to be a usual route from Indore to Surat.

SINDWA GHAT, (*vide* LII.) this ghat leads in three tracts from Kooroond to Sindwa. The tracts called Vindyawasnee, and Nandewur, are cart roads; both strike off from the deserted village of Pullusnair; and the latter, which has no ascent, passes the deserted village of Shapooree. The third tract, which is the one usually pursued, is called Bore ghat, but it is not passable to carts.

CHACHRAPUTEE GHAT, between Kooroond to the south, and Kurgoond north, is passable to laden cattle.

DHOLEE BAREE, called also PHUROLEE BAREE, is between Chopra to the south, and Kurgoon to the north; the distance between these places is 29 coss. The ghat is not passable to carts, but is so to every description of laden cattle. By a ghat W. of this, called Dewlee Doogannee, the distance is 2 coss more, but the road is not represented as better; and by another, the Cheermeer ghat, (10 coss from Chopra,) the distance is 3 coss more, (*vide* LI.)

GOVERNMENT GENERAL ORDERS

AFFECTING TRAVELLERS;

Rescinding such part of Regulation VII. *as empowered Police Officers to facilitate the progress of Travellers through the Country; and prohibiting Private Servants, or other Natives, from appearing dressed as Sepoys or Lascars, with certain exceptions, &c.*

GOVERNMENT GENERAL ORDERS, 15th December 1820.

WHEREAS the authority vested by *Regulation* VII. 1814, in the collectors and their native officers, and in the magistrates and their police officers, to assist in procuring coolies for the purpose of facilitating the march of detachments of troops, or the progress of individual travellers, has operated to encourage the highly injurious practice which prevails, of forcibly pressing certain classes of the inhabitants of the towns and villages, under the denomination of bigaries or coolies, for the purpose of carrying baggage or other loads from stage to stage, or from village to village; and whereas the Governor in Council has deemed it expedient to adopt measures for the entire suppression of the said highly objectionable practice, the following Rules have been enacted, to have effect throughout the whole of the territories immediately subordinate to the Presidency of Bombay, from the date of their promulgation.

Such part of the provisions of *Regulation* VII. 1814, as authorized the collectors and their native officers, or the magistrates or their police officers, to give their official aid in procuring coolies for the purpose of facilitating the march of troops, or the progress of civil and military officers, or other individuals travelling through the country, either on the public service or their private affairs, is hereby rescinded.

The practice of pressing or compelling individuals, whether under the denomination of coolies, bigaries, or any other denomination, to carry burthens, either for the public service or for the convenience of private individuals, is hereby positively prohibited; and the several magistrates and joint magistrates are required to adopt all legal means in their power to put an entire stop to the practice in question, by enquiring fully into all complaints which may be brought before them, and by subjecting persons regularly convicted of the offence to such penalties as, on a consideration of the circumstances of the case, may appear to be proper, and consistent with the powers vested in the magistrates by the general regulations.

GOVERNMENT GENERAL ORDERS, 29th January 1821.

THE Governor in Council is pleased to extend to the dominions of those Native Powers in alliance with the British Government, the operations of the General Order under date the 15th of December 1820, prohibiting

the practice of pressing or compelling individuals, whether under the denomination of coolies, bigaries, or any other, to carry burthens for the public service, or for the convenience of private individuals, and requiring magistrates to adopt all legal means in their power to put a stop to it.

The attention of the Residents and Political Agents more immediately connected with this Presidency has been particularly requested to the subject; with directions to report to Government all instances that may be brought to their notice in which the present orders may not have been attended to.

BOMBAY CASTLE, 17th March 1826.

No. 96, of 1826. In republishing for general information the 9th section of *Regulation* VII, of 1814, published for the army, in the Government General Orders of the 2d of June 1815, the Honourable the Governor in Council is pleased to announce, that all Natives of whatever description, not actually in the army, including military pensioners, are prohibited from appearing in a military garb.

Prohibition against private servants appearing dressed like sepoys and lascars, with certain exceptions.

Section IX.—*First*, All persons, whether European or Native, within the Company's provinces (excepting such privileged persons as the Government may specially exempt from the operation of the rule contained in this section) are positively forbidden to dress any of their servants, either for the purpose of parade or of business, in the uniform of the Company's Sepoys and Lascars, or in a dress so nearly approaching to that uniform as to enable the persons wearing it to impose themselves on the country people for Sepoys and Lascars.

The above rule extended to all natives, with certain exceptions.

Second, All Natives, excepting those actually in the military service of the Company, or belonging to persons specially exempted by Government from the operation of this rule, are forbidden to wear a dress similar to that mentioned in the foregoing clause.

Officers of every description not to clothe their public servants with a military dress.

Third, Officers of every description employed in the service of the Company, who are allowed establishments of peons in their official capacity, or who may have occasion to employ persons of that description in such capacity, are prohibited from clothing them with a military dress.

What officers are employed to deprive of a military dress any person who shall wear it in opposition to these orders.

Police officers to apprehend and send to the magistrate persons of the above description.

Fourth, With the view of giving full effect to the orders contained in the preceding clause, the military commanding officers of stations and of detachments in the interior parts of the country, and the several zillah magistrates, are hereby authorized and required, to deprive of a military dress any preson who shall wear it contrary to these orders. The local officers of police are also empowered and directed to apprehend all persons of the above description, and to send them to the magistrate, who will deal with them in the manner above prescribed.

Fifth, Military officers, or other persons to whom escorts may be allowed when travelling through the country, are forbidden to send Sepoys or Lascars into the villages for the purpose of procuring any sort of provisions, or of pressing bearers, coolies, or boatmen; every local officer of police, upon proper application, will, under section 8 of this regulation, grant such assistance as he may be able to afford; and all violent measures therefore will be considered equally illegal and unnecessary.

All persons to whom escorts may be allowed are forbidden to send sepoys or lascars into the villages, to procure provisions or to press bearers, coolies or boatmen.

Sixth, No person shall be allowed to distinguish his peons or other servants with badges, except the public officers (civil or military) employed in the service of the Company, who are allowed establishments of peons in their official capacity, or who may have occasion to employ persons of that description in the public service. The several zillah magistrates are empowered and directed to apprehend any persons (not being in the service of a public officer of the Government authorized to entertain such servants) who shall wear a badge in opposition to the prohibition contained in this clause, and to deprive him of the badge. The local officers of police are also authorized and directed to apprehend persons of the above description, and to send them to the magistrate, by whom the offender will be dealt with as above directed. Any European, not being a public officer of the Government, to whom such description of public servants is allowed, employing badged peons, or other description of servants wearing badges contrary to this prohibition, will be liable to the severe displeasure of Government on representation of the circumstances of the case by the magistrate, who is directed to report all such instances for the information and orders of the Governor in Council.

No person excepting the public officers of Government to distinguish his servants with badges.

The magistrates to apprehend and deprive persons of their badges contrary to the above prohibition.

The Police officers to apprehend persons of the above description and send them to the magistrates.

The magistrates to report to Government every instance of any European, not a public officer, employing servants with badges.

TIME OF HIGH WATER,

On the Full and Change of the Moon, with the Rise of the Tide in feet, at Places on the West Coast of India.

Places.	Time.	Rise.	Remarks.
	H. M.	FEET.	
Bombay Harbour....	11 15	14 to 17	A light vessel is moored between the Prongs and Tull reef during the S. W. monsoon. The rise and fall is only 10 or 12 feet at the quadratures.
Bombay, sunken rock shoal.	11 45	15	Tide runs longer in the stream than near the shore, velocity 3 knots.
Bombay offing	12 0	.....	A ship from Bombay to the northward should leave the harbour towards the latter part of the ebb, that she may get west of the reef by the time the flood makes.
Alleppee Roads.....	.....	.....	This port, which is in the dominions of the Rajah of Travancore, in lat. 9° 26′ N. and long. 76° 38′ E. and is remarkable for the security it affords to shipping throughout the year, even in the height of the S. W. monsoon, without the least apparent shelter. This is occasioned by the slimy slidginous nature of the soil which forms the anchorage, and possesses the extraordinary property of allaying the heaviest monsoon swell, and smoothing the water in the road during the severest squalls. To the southward and southwest the swell gradually decreases from the depth of 7 fathoms.
Anjunvell River, *vide* LXXXV.	.....	.....	is of considerable size, offers a good harbour, and is safe to approach.
Atchera River, *called also Hurnahee or Sawa, vide* LXXXV.	.....	.....	is navigable by small vessels, there being 7 or 8 feet water on the bar.
Bankoot River.....	11 0	11 to 12	Ten feet on the bar at low water. The evening tides exceed the morning tides by five feet. Lat. 17° 58′ N.

Places.	Time.	Rise.	Remarks.
	H. M.	FEET.	
Basseen River.....	12 30	17	Depth on the bar at low water, spring tides, 1 to 1¼ fathom. Rocks 1 mile from the shore.
Bate Harbour.....	11 to 12	14 to 15	The fort of Bate is in lat. 22° 28′ 15″ N.
Bowlaree creek, *Bundur.*	5 36	32	Sounding in feet, taken at high and at low water.
Bowlaree, *at the entrance.*	4 32	—	———
Bulsaur River.....	1 45	18	Two or 3 feet on the bar at low water spring tides; half a mile outside the bar is a rocky bank with only 6 feet water on it.
Carachee Bay, *mouths of the Indus.*	11 10	10	Carachee town lies in lat. 24° 51′ N. long. 67° 9′ E. variation 3° W.
Cambay.....	5 15	30 to 36	On east side of Cambay gulph the flood tide sets about N. by E. and ebb S. by W. except where the direction is altered by the form of sand banks, &c.
Cochin.....	.....	6	Anchor in about 6 fathoms water 2 or 3 miles off shore. Flag staff E. by N. Strangers must be careful in crossing the bar in a boat. Water and refreshments abundant.
Dewgurh Harbour...	11 30	9½	Latitude on the N. W. bastion 16° 23′ 54″ N. variation 10° 19′ E. The river is broad at the entrance and forms a good harbour, having 3 or 4 fathoms water.
Dollerah *Bunder*....	5 20	13½	———
Dumaun, *Bar*.....	1 30	17	Parneira hill fort is very conspicuous from the road.
Dumaun, *Offing*	2 45	18	Anchor in 8 fathoms with entrance of the river E. Damaun is a good place to repair shipping, *vide* III.
Goa.....	11 14	7	The fort Elrees open with Cabo till Albion Point touches Round Island, clears all dangers between Cabo and Murmagon points. The time of high water between Cabo and Algoada Points (headlands which form Goa bay) is given in Horsburgh's directions at 4h. 30m.; by other accounts it is at 11½

Places.	Time. H.	M.	Rise. feet.	Remarks.
				hours and 11¾ hours. In the road the flood is hardly perceptible. Algoada Point lat. 15° 29′ N. and long 74° 4′ 30″ E.
Gogah Road.....	3	30	28 to 30	The soundings are, at low water spring tides, chiefly clay, except on the verge of the shoals. The tides in the road run by no means so strong as in the offing, from the island and the shoals breaking off its strength. *vide* CXLII.
Gheriah Point.....	.....		6 or 7	Good anchorage, sheltered from all winds, no bar, *vide* LXXXVII.
Gongway.....	5	15	.....	To northward of lat. 22° 3′ the Gulf of Mambay dries at low water spring tides. Tide very rapid.
Gundavee River.....	2	0	19	On the bar, 1 mile from the entrance, at low water spring tides 3 to 4 feet.
Gulph of Kutch.....	10 to	12	15 to 18	
Jumbooseer River, *or the Dhaudur.*	4	45	33 to 36	To the northward of it a flat stretches 4 miles from the shore.
Malwan.....	9	45	9	
Mandavee (*Kutch*)...	12	30	16	
Nagotna River.....	10	30	6	High water at the bridge at 10h. 30m. on the 2d April 1818. The river is 19 fathoms broad at the town. The bridge has 15 arches. A Bunder boat can pass under it. Soundings are taken at a quarter flood. On the height of springs the tide rises 12 feet.
Nerbuddah.....	4	35	27	The soundings are taken at low water and marked in feet. Lat. on the bar 21° 34′ 10″ N. Velocity of the tide 6 knots.
Omersary River	.....		.....	6 or 7 leagues from Damaun. Bar dry at three quarter ebb.
Panwell, *Bunder*....	1	30	—	
Peram Island.	.....		.....	Two miles from the main, but no safe channel between.
Penn.....	1	30	1½	Bridge of 14 arches, high water at half past one. The tide rose only 1½ feet at high water, and at 3 P. M. on the 7th April 1818 it was quite dry in the channel.

Places.	Time. H.	M.	Rise. Feet.	Places.
Rajapoor.....	11	40	9 6	Excellent harbour, no bar, good shelter from all winds in 4 and 5 fathoms water off south part of the harbour. Whale rocks upwards of a mile off shore, partly seen at low water. Lat. at Esswuntgurh 16° 38′ 21″ N. var. 19′ E.
Scarbet Island.....	1	30	10	Sixteen miles west of Mhowa Point.
Sonderye Creek, *entrance.*	5	38	34 to 35	Soundings in feet, carefully taken at high and at low water spring tides. Flood runs generally 5½ hours and the ebb 6½, the former about 3 and 3¼ knots per hour, the latter about 4¼ and 4½ knots during the springs, but the tides have not more than half this velocity at the neaps. Rise of the tide at the springs 34 and 35 feet; and at the neaps 26 and 27 feet.
Surat Road.....	4	20	20 to 21	In Surat Road, and in the entrance of the Gulph of Cambay, southerly winds and blowing weather set in much sooner than at Bombay. It is considered dangerous for ships drawing much water to remain in the road after the middle of April, for in this month and early in May smart southerly winds frequently blow during the springs, particularly in the night with the flood tides. Tide ebbs about 5 knots per hour at the anchorage for shipping in 7 or 8 fathoms water. The sands which form Surat bar are continually changing.
Tankaree bunder....	4	45	33 to 36	
Toona Kharee, bunder.	9	45	16 to 17	Soundings in fathoms, taken at low water in the neaps, but allowance made for springs. Rise of tide in the springs 16 and 17 feet: at the neaps 9 and 10 feet. Lat. at the fort 22° 56′ 27″ N.
Versova Kharee.....	12	15	16	No bar across the river, but a shoal of rocks S. W. 1 mile from the fort, with 2 feet on it at low water. The channel is about 150 yards wide close to the fort.

Places.	Time.	Rise.	Remarks.
	H. M.	FEET.	
Quilon	.....	very little.	Five or 6 feet on the bar at high water, anchor 3 miles off shore with flag staff S. E. by E. ½ E.
PERSIAN GULPH.			
Core Hassan.....	6 15	8 or 9	On the Arabian shore lat. 26° 6′ N. and long. 15 miles E. from Bushire by chronometer. The flood sets to the S. W. the ebb to the N. E. velocity 2½ or 3 knots per hour.
El Biddah Harbour ..	.....	4	Laid down from cross bearings. Sounding at low water. The whole of this part of the coast is very low and destitute of vegetation. Lat. of El Biddah fort 25° 19′ 30″ N. long. 4° 55′ 30″ W. of Kishmé.
Grane Haven, at the head of the Gulph.	1 0	11	Lat. at the town 29° 26′ N. long. 48° E. variation 5° 40′ W. not allowed. The flood tide runs W. S. W. and ebb E. N. E.
Grane Harbour, *same as above, the harbour being large, makes the difference in the times, the observations having been made probably at different spots.*	12 30	10	Lat. 29° 23′ N. long. 49° 5′ E. Soundings are laid down at low water, variation 8° 30′ W. not allowed.
Western entrance to Kishmé Channel, and Harbour of Bassadore.	11 45	8	Lat. of Bassadore point 26° 39′ 10″ N. long. 55° 28′ nearly; variation 5° W. Soundings marked for low water spring tides, the bottom being generally soft mud.
Part of the coast of Arabia, between Grane Haven and some islands to the Southward.	12 0	9	The variation of the compass 8° 30′ W. is not allowed. Between Felucha and the Arabian shore it is high water at the full and change at 12 hours. The flood sets to the northward. A vessel may with safety work over from Karak towards the Arabian coast between the lat. of Garroo and Oah, (or

Places.	Time. H.	M.	Rise. Feet.	Remarks.
				Ohah,) and on her making either of those islands, or Kubber, may work or steer boldly up for Grane Harbour. The soundings are laid down at low water, and the ground oozy. The islands are all very low (particularly Garroo which can only be called a dry sand bank) and cannot be seen above 6 or 7 miles.
Lufi Harbour.....	9	0	12	In the channel (between Kishmé and the main) and by the ground, it is high water at full and change at 9h.; but the stream runs to the southward three hours later. The anchorage is in 9 fathoms water, and its lat. is 26° 57′ N.
Meriton Bay, *at Seir-Beni-Yass Island.*	.....		.....	On the S. side of the island Seir-Beni-Yas, lat. 24° 16′ 30″ N. long. 52° 24′ 15″ E. Soundings at low water, the bottom sand and mud. Var. 5° W. not allowed.
Ras-ul-Khyma, *back water.*	11	20	6	The soundings are at low water spring tides, and are in feet.
Ul-umrah, *back water and soundings off the entrance, near* Ras-ul-khyma.	11	20	7	The soundings are in feet, and calculated for low water; the bottom is sand throughout. Fresh water is brought to Ul-umra from the main, at about 2 miles distant in an E. N. E. direction, there being none at the town. Lat. 25° 55′ N.
Creek.....	10	40	—	
Selack, *anchorage*...	11	0	7	The soundings are at low water spring tides. Without 4 fathoms; the bottom is soft mud.
Places on the Arabian Coast, between Museldom and Moosendem:				
Geerahma Bay.....	7	0	9	Soundings at low water spring tides. Bottom in general sand. Wood and water to be got, the latter indifferent. Lat. 22° 28′ 30″ N. Long. 59° 58′ 30″ E. variation about 5 W. not allowed.

Places.	Time. H. M.	Rise. Feet.	Remarks.
Coast of Arabia from Muscat to Burka, *the residence of the Imam.*	.....	.....	The anchorage in Burka road is by no means good, the ground in general, being a mixture of hard sand, shells, and gravel, with spots of coral rocks, which damage the cables very much. Vessels ought not to remain in these roads on any appearance of blowing weather from either N. E. or S. W. for these winds throw in a very heavy swell, which, added to the bad holding ground, makes it on these occasions an unsafe anchorage: as good a berth as any is in 5½ fathoms at low water. The fort bearing by compass S. 40° W. off shore 1½ to 2 miles.
Bay of Maculla, *on the South coast of Arabia where H. M. S. Topaz procured wood, good water, and refreshment, on her passage along the coast against the monsoon in February* 1821.	8 15	6	Lat. at the town 14° 31′ N. long. 49° 10½′ E. Variation 7° 40′ W. This place is much further to the eastward than laid down in the charts and directory, and 24 miles to the northward.
Soore, or Zoor, Bay..	8 0	10	Anchorage in lat. 22° 37′ N. long. 59° 40′ E. Var. 5° W. but not allowed.
Morbat Bay.....	8 40	6	Lat. 16° 59′ N. long. 54° 58′ E. Var. 7° W. Here you may procure plenty of bullocks, sheep, and goats, but the water is very brackish, and should any quantity be required it will be necessary to sink casks in the sand to the left of the town.

Places.	Time.		Rise.	Remarks.
	H.	M.	Feet.	
Places in the Red Sea:				
Mocha.....	1[illegible]	20	.....	The day spring ebb tide runs strong to the southward making it possible to get to windward during the southerly monsoon. Lat. of the Topaz at anchor 13° 20′ 20″ N. long. from Bombay by chronometer, 43° 18′ 30″ E. Var. per amplitude, 9° 7′ W.
Massowah Harbour..	12	0	5	Lat. 1[illegible]° 41′ N. long. 39° 45′ E. Var. 12° W.
Suakem Harbour, *Abyssinian side.*	.....		.....	Suakem town lies in lat. 19° 3′ N. long. 37° 31′ E. Var. 12° W. Here you may procure excellent water and plenty of sheep, &c.
[illegible] Harbour...	.....		.....	In lat. 19° 49′ N. long. 37° 29′ E. Var. 12° W.
[illegible] Bay, *Abyssinian side.*	.....		.....	Lies in lat. 18° 41′ long. 37° 52′ N. E. Var. 12° W. There is no passage within the shoals but for boats.
[illegible]	.....		.....	Lat. 15° 2′ N. long. 40° 27′ E.
[illegible] and [illegible] Bay.	.....		.....	Dizzy town lies in lat. 15° 26′ N. and long. 39° 51′ E. Var. 12° W. Here may be procured good water, bullocks, and ghee, but in small quantity.
Port Mornington and the [illegible] Isles.	.....		.....	Ageeg town lies in lat. 18° 13′ N. long. 38° 32′ E. Var. allowed 12° W. Here you may procure water and cattle, and the inner harbour of Port Mornington is the most commodious in the Red Sea.

Note.—I have only inserted the latitude and longitude of places when they differed from Horsburgh's Directions. In the preparation of this table I am principally indebted to Lieutenant J. S. Roe of H. M. S. Tamar, also to the like Lieutenant Robinson, and Lieutenant Houghton, Honourable Company's marine, and others.

The period of a flux and reflux of the tide being 12 hours and 24 minutes, occasions consequently high water to fall every day 48 minutes later, the time of high water therefore, at any of the above places, may easily be found if the age of the moon is known. This is facilitated by the following table.

It may not always occur to the traveller between Bombay and Poona that he should learn [illegible] low water and Panwell at high water. At Panwell, and I believe at most of the Bombay [illegible] high up rivers in the Konkan, the tide turns very soon; the exact time the Dunders [illegible] is important to know; and especially where the navigation is low [illegible] high water [illegible], vide XXXII, or Chiploon, vide XXXI and LXXXV. as from [illegible]

Old Day and Hour of New Moon, from 1817 to 1839, adapted to Civil Time.

	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
	D. H.	D. H.	D. H.	D. H.	D. H.	D. H.	D. H.	D. H.	D. H.	D. H.
	16 6 A.	15 [illegible]	15 [illegible]	13 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5 M.	3 [illegible]	25 7½ A.	23 [illegible]	21 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Table.—The Times in [illegible] are Mean Time, and [illegible] Local Time, and [illegible] apparent time, nearly from Table A. The moon comes to the meridian as much later than the Sun as is shown in Table I opposite to the Day of the Age, and therefore gives the time of rising, and adding 12 hours gives the time of setting, nearly.

The time of High Water at any particular place is found [illegible] the time of the Moon's passing the meridian of the place, if it happens to be [illegible] the Moon's Age and by the Table [illegible] the Moon's passing the meridian of the place [illegible]

TABLE A.

MOON'S AGE.	HOURS.	MINUTES.	MOON'S AGE.	HOURS.	MINUTES.
1	0	49	16	1	0
2	1	38	17	1	49
3	2	26	18	2	37
4	3	15	19	3	26
5	4	4	20	4	15
6	4	53	21	5	4
7	5	41	22	5	53
8	6	30	23	6	42
9	7	19	24	7	30
10	8	8	25	8	19
11	8	56	26	9	8
12	9	45	27	9	57
13	10	34	28	10	45
14	11	23	29	11	34
15	0	11	30	0	23

Rule.—Take the time of High Water at New Moon, and add the Hours and Minutes opposite the Moon's Age, the sum is the Time of High Water.

Example.—To find High Water at Panwell on the 25th day of Moon's Age:

On the day of New Moon there is High Water at Panwell...	1 *h.*	30 *m.*
Opposite 25 Moon's Age, in table A, is.....	8 *h.*	19 *m.*
Time of High Water at Panwell, on the 25th day of Moon's Age,	9 *h.*	49 *m.*

or a quarter before 10 o'clock.

POLYMETRICAL TABLE

SHEWING THE TRAVELLING DISTANCES, IN BRITISH MILES, BETWEEN SOME OF THE PRINCIPAL STATIONS UNDER THE BOMBAY PRESIDENCY, AS ARRANGED FROM THE FOREGOING ROUTES:

Note.—The distances here given are always by land, and by the most direct route. For instance, from Surat to Sholapoor is, by Ahmednuggur, 391 miles: by Poona, the distance would be 22 miles more.

	Surat	Sholapoor	Sattara	Poona	Dhoolia	Dapoolee	Bhooj	Bombay	Baroda	Aurungabad	Ahmednuggur	Ahmedabad
Asseergurh	277	322	357	292	118	389	642	318	366	148	214	435
Bhewndy	167	253	161	95	180	134	532	33	260	184	133	326
Belgaon	497	192	177	242	443	244	862	342	586	386	320	655
Cambay	90	480	410	345	235	382	248	281	40	321	352	58
Deesa	261	664	581	516	417	553	219	452	172	492	523	104
Dharwar	523	196	203	268	469	271	888	364	612	412	323	681
Kaira	122	513	443	377	267	414	234	313	50	353	384	24
Malligaon	143	248	235	169	32	266	508	180	220	95	119	301
Malwan	462	218	146	212	413	170	827	270	551	356	290	612
Mhow	274	448	483	418	156	515	508	356	232	274	342	324
Rajkot	215	605	536	470	360	507	146	403	187	446	477	145

EXPLANATION OF TERMS

OCCURRING IN THIS WORK.

Pers. Persian.—Mar. Maratta.—Hind. Hindoostani.—Suns. Sunskrit.—Guz. Guzuratee.—Kan. Kanarese.

BALA GHAT, (*bala, above*), signifies above the ghât, or the country extending in ~~the form of~~ a ghât.—It is applied particularly to the country of the Nizam within his western hills.

BAREE, a narrow pass through mountains; used in Khandes.

BET OR BATE, (*Mar.*) signifies an island; but is generally applied as a distinguishing name to the island of Shunkodwar in the gulph of Kutch, and to the Lunka, a sacred isle of the Hindoos, famous for the wars of Ram and Rawun: in all probability the island of Ceylon.

BOODROOG, or BOODROOK, a corruption of Buzoorg (*Pers. great*), it is affixed to the name of a village to distinguish it from a smaller of the same name in the neighbourhood, and which in this case has Khoord, or lesser, affixed to it, as *magna* and *parva* in English villages.

BULOOTU, or BULLOTEE, is a term applied to the rights, privileges, and allowances paid by the riyuts in kind, or to the rent free land by which the village servants or officers are remunerated. These servants are hereditary, and are as follows: the Joshee or astrologer, Gooroo or priest, Sootar or carpenter, Pureet or washerman, Chambhar or tanner, shoemaker, &c. Koombhar or potter, Lohar or ironsmith, Sonar or goldsmith, Coolee or doer of all work, Ramooshee in some villages, and the Mahar, and Bheel in others, is the watchman, Nahwee barber and link-boy, Moolana or butcher, who is a Mussulman.

BUNDUR, (*Pers. a harbour*), a quay or wharf, a place on the sea-side, or on a river where ships or boats load or discharge their cargoes. A turtee bundur is one where there is water at all times to float a vessel.

CHIK, CHIKA, HEER or DOD, (*Kan.*)—Dhakta, Dhakla or lahan (*Mar.*)—Nunnee, (*Guz.*) affixed to names of villages, signify the lesser.

CHOUGULA, or CHOGLA, is the Patel's assistant. He generally performs the office of purveyor for travellers. This officer, in Salsette, has a control over the fishermen, and is the medium of communication between Government and them.

CHOWRY, (*Chawudi, Mar.*) the village town hall, or Patel's durbar. It is sometimes pointed out as a place for travellers in villages where there is no dhurmsala.

CUTCHERY, (*Kuchyuree, Mar.*) a court of justice; also the public office in the kusba where the mamulutdar transacts business.

DES OR DESH, (*Sans. a country or province*) the Maharashtra, and by contraction Maratta desh, includes the Kokun, but the term is more generally applied to the whole Maratta country east of the Syhadree range. In accordance with this the Bramins above the ghâts are called

Deshust, and those of the Konkun Kokunust, each claiming precedence of caste over the other. I am however inclined to concede superiority to the Deshust, as Purresram created the Kokunust by resuscitating the body of a Deshust, which he found floating upon the waters when they receded at his command, from the bottom of the Syhadree Range to their present limits, to enable him to form the country now called Konkun. Des is sometimes applied to a single pergunnah.

DESHMOOKH in the Deckan, or DESAEE in Guzurat and Carnatic, (*Mar. chief of the country*) a revenue officer under the late government, generally a hereditary landholder in the district in which he officiated. The celebrated Sevajee was the first Sirdeshmookh, created, I believe, by the emperor Aurungzebe. This office, which was vested in Sevajee and his successors, entitled the holder to 10 per cent upon the whole clear revenue of the state. Grants or pensions, however, used to be made upon the Sirdeshmookhee to servants or favourites, as on all other branches of government revenue, so that much was alienated before it reached the Raja's treasury.

DESHPANDYA, (*Mar. writer of the country*), accountant or registrar of the district. He acted under the orders of the Deshmookh, and his office also was hereditary. "The Deshmookh or his people assisted in the "executive duties of general management whilst the Deshpandy furnished "any records that might be called for, and kept an account of the col-"lections, his Karkoon writing all requisitions to the villagers, dated and "signed in due form by the Durrakdars, and confirmed by the Moamulut-"dar."—*Chaplin's Report.*

DEWAN, the chief financier or manager in a district; the minister when applied to an officer near the person of a prince. A Karkoon who has the management of a gentleman's accounts, and supposed to have influence with his master is styled Dewan and Dewanjee by those about him.

DEWUSTHAN, (*Deo a God, Sthan a place,*) To those villages the revenue of which is known to be assigned towards the support of some religious establishment, I have annexed *dew.* to mark them.

DHURMSALA, (*Dhurm charity, Sala a house,*) a place in or near a village for the reception of travellers. They are generally either square or oblong rooms open only on one side, where the roof, which is sometimes terraced, is generally supported by pillars of wood or stone. In the walls are excavations for lamps, but there are generally no windows. They are usually very dirty from the smoke and ashes from the fires which the native travellers light round the open square for the purposes of cooking. In the rainy season they are a great accommodation to all ranks, European and native, and by a little more attention in the patels might be rendered tolerably comfortable. The turn of the richer class of natives for building such places might be encouraged by conferring honorary privileges on those who do so.—This article is suggested from Heyne's Tracts.

DURGA, also Musheed, Rouzeea, and Roza, is a place where the tomb of some mussulman saint or peer, is preserved.

GHAS-DANA, (*Ghas grass. Dana grain*), the contributions levied by invading armies as a compromise for plundering. A tribute under this name was, and, I believe, still is exacted yearly by some of the powerful princes of Central India from their weaker neighbours.

GOPEE-CHUNDUN, (*Gopee, the wife of Krishna, Chundun the sandal-*

wood, considered a sacred tree) is a very fine white clay which natives use in marking the forehead. It is procurable only at Dwarka (*vide* CLI.) in a tank which Goopee frequented.

GRASSIA or GIRASHEE. Well informed persons seem so divided about this people that I leave it to others to determine what they are. The time is not distant when we believed them to be robbers associated from all castes, Hindoos, Bramins and Mahomedans, who, in former times, had wrested lands from the original proprietors, in the peaceable enjoyment of which they are now fixed too strongly to be dispossessed. Others describe them as landed proprietors resembling the Mokasdars, Wuttundars, or Huqdars in the Deccan; at the same time as a warlike caste, who, if injured, leave their homes, and committing depredations on the country, obtain thereby the appellation of robbers.

GOSAENS and BYRAGEES, are both Hindoo religionists, but of very different descriptions. The first are worshippers of Mahadeo; are forbidden to marry; are occasionally soldiers, traders or mendicants: in the latter profession they travel in large bodies through the country, and compel the villages on their route to support them: violent contests sometimes take place when the mendicant troop is large, and the village is too poor to bear their exactions; but it always ends in the severe castigation of the villagers. This violence is, I conclude, not authorized where British rule is established, but these sturdy beggars fail nowhere in obtaining a supply equal to their wants by working on the prejudices of the natives, where they cannot exercise violence. It is said Bajeerao had 7,000 of them as soldiers when the war broke out in 1817, and that some hundreds fell in the battles of Khirkee, Poona and Koraigaon. There are many different sects of Gosaens, who are distinguished by dress or appearance; one of the sects go about in *puris naturalibus*, and besmeared with ashes. Byragees are worshippers of Ram and Lukshmee, some of them marry, some pursue the profession of cultivators, but live chiefly as mendicants: they are more respectable than the Gosaens in appearance, have a much more pleasing expression of countenance, and I should be inclined (exceptions of course) to give them credit for great kindness of disposition. The devotees of both orders keep up the succession to their property by chelas or disciples, who originally belonged to other castes of Hindoos purchased when children, and they have seldom reason to regret the change to the roof of their adopted father. The best account of these devotees, and an examination of the origin of all the known sects of Hindoo religion, or rather Hindoo systems of philosophy, is to be found in "Ward's View of the Hindoos."

JAGEER, a division of country or a certain number of villages granted by the government to an individual for the raising and maintenance of a quota of troops, but sometimes for his personal expenses only, the first is called fuoj-surinjam in the Deccan, and the latter zat-surinjam.

JATRA or YATRA, (*Mar.*) is the periodical assembly of pilgrims at the temple of some god. A holy festival.

JHEEL or JEEL, a tank, lake, perhaps most properly a morass.

KHADEE or KHAREE, a creek: it also means salt or brackish.

KHIND, a small ghât or pass, a break in a range of hills. It generally designates a place where there are hills on each side of the road, though there may be neither ascent nor descent.

KHOREN or KHORA, a dingle or valley open only on one side. The

precipitous side of the hills forming the Khora, or rather the angle where the hills join, which is always a watercourse during rain, is called a durra. A durra is sometimes passable to woodcutters, or other sojourners in the forest, but the name is not applied to a pass; though the durra between Malligaon and Dhoolia (*vide* XIII.) is passable to carts.

Koss or Coss. The Koss from the Nerbudda nearly as far as the Kistna above the ghats, may be computed at somewhat less than two miles. At Kurarh it may be estimated at 2½ miles, encreasing progressively thence till it attains the length of 3 miles at Belgam. In the Southern Konkan about Bankoot, the koss exceeds two miles, and at Malwan it is fully three; and the koss-bhur four miles. In Gujerat it is 1½ mile, and from Loonawarra and Palanpoor it encreases from 2 to 2½ miles towards Rajpootana. In Kateeawar it encreases from 2 miles to 2½ as it approaches Kutch.

Kurnum or Koolkurnee, (*Kool, a cultivator, Mar.*) The village accountant for government register of ploughs and cultivators, and all inhabitants paying government taxes.

A Kusbu, is the largest mouza of each turuf, and the market town of the division.

A Mouza, is a village having its own municipal officers, who are all hereditary. These are, for government, the patel or mayor; koolkurnee or kurnum, the town clerk; and the chougoula; and for the village the 12 bullotee, which see above.

A Muzra or Waree, Para or Pada, is a hamlet dependent upon a mouza.

Muth or Muree, is the residence of Jungums, Gosaens, Byranees, &c. The Moosulman terms that correspond, are Tukea, Khankea, Soumia.

Muwul or Mawul, (*the setting sun*), means generally the country between the level of the Deccan and the ghats, or between Poona and Sattara and the setting sun. *Vide* Desh, as above.

Mundul, (*a circle*), a division of country, and the Mundloee is the chief officer thereof. Oka-mundel, Gurrah-mundel, &c

Naka, (*Mar.*) a place where streets or roads cross. Generally the place fixed upon as a custom station.

Pagoda, a corruption by the Portugueze of Bootkuda, (*Boot, an idol, and Kuda, corruption of Khana, a house, Pers.*) temple of an idol.

Patel, the hereditary local manager of a village. His duty is to see that the government dues are realized, and he is the medium of communication between the villagers and government. The descendants of Patels tenaciously retain the title of Patel, from an idea that it gives them consequence. But a traveller should know, that the Mooqudum Patel only enjoys the rights and privileges of the office, and as such is the properly responsible person.

Pall, a yearly payment made by many villages in Katteeawar, in former times, to the Meyannas, for exemption from visits of their marauding parties.

A Para or Waree, a hamlet; used in the Konkan and Gujerat; same as Muzra, which is used in the Carnatic and Deccan.

A Puthar, a table land.

A Penth or Petta, the town or suburb adjoining a fort. A street of shops is also called a Penth.

A Prant, Soobha, or Des, is made up of from five to eight turufs; but though these three words are severally used to signify a province, the

first only has properly this meaning; the second, Soobha, is properly the rule over the Prant.

Run, (*Pers. Ran, a desert*), this name is particularly applied to two extensive morasses, the one separating Guzerat from Katteeawar, and the other Kutch from Mooltan and the N. W. boundary of Gujerat.

Serai, a place built for the accommodation of travellers by Moosulmans; they are generally better than dhurmsalas.

Shetee or Shetéa, the regulator of the bazar, and the medium of communication between the traders and artizans, and government. This person sometimes acts as purveyor for travellers.

Thakoor, is a title given in Gujerat and Malwa to minor Rajpoot and Bheel chiefs. A caste of Bhaats in Hindoostan have also this name.

Taloor, (*a pergunnah*), formerly comprised all the lands and villages protected by a fort, and the qulúdar (governor) generally collected the revenue.

A Turuf, is made up of from 40 to 100 mouzas.

An Unnusutur or Unnuchutur, is a house for the accommodation of Bramin or Hindoo travellers, where food is provided for them at the expence of the state, or some wealthy individual. One of the Peshwas erected many houses of this kind. They are built at every stage on the road from Poona to Goagurh in South Konkan, but they are now fast going to decay. *Vide* XXX, and XXXI.

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P. *signifies* Province.—R. the chief town of a Raj under British protection; *signifying also* the chief town of a great Jageerdar.—K. Kusba.—*Places having* D. *affixed, give name to a* District or large Division of country, but less than a Province.

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POST OFFICE DEPARTMENT.

BOMBAY GENERAL POST OFFICE.

TABLE SHEWING THE RATE OF TRAVELLING, AND TIME OCCUPIED BY THE MAILS BETWEEN DIFFERENT STATIONS.

	Stations.	Miles between each Station.	Average actual Time between each Station.	Average actual Rate per hour.			Time occupied from Bombay.		Distance from Bombay.
		MILES.	HOURS.	M.	F.	Y.	D.	H.	MILES.
MAILS BETWEEN BOMBAY AND CALCUTTA:									
From Bombay to	Poona.....	* 96	† 22	4	0	0	0	22	96
	Aurungabad	149	33	4	4	26	2	7	245
	Nagpoor...	315	82	3	6	160	5	17	560
	Raepoor...	182	56	3	2	0	8	1	742
	Sumbulpoor	187 4	61	3	0	115	10	14	929
	Kutkerinja.	138	45	3	0	115	12	11	1,067
	Midnapoor.	141 1	41	3	3	112	14	4	1,208
	Tumlook ..	50	12	4	0	0	14	16½	1,258
	Calcutta...	50	14	4	0	0	15	5	1,308
MAILS BETWEEN BOMBAY AND MADRAS:									
From Bombay to	Poona.....	96	‡ 30	4	0	0	‡ 1	6	96
	Sattara....	74	17½	4	1	176	2	2½	170
	Kurarh	32	8	4	0	0	2	10½	202
	Dharwar ..	136	- -	4	4	10	3	16½	338
	Hurryhur..	87½	20	4	3	0	4	12½	425½
	Chittledroog	51	10	5	1	66	4	21	476½
	Bangalore..	137	31½	4	2	174	6	5½	614
	Chittoor...	117	26	4	4	0	7	7	731
	Arcot.....	29	7	4	1	31	7	12	760
	Conjeveram	27	5	5	3	42	7	17	787
	Madras....	48	10	4	6	88	8	3	835

* Including about 20 miles by water.

† Including 4 or 5 hours occupied in the voyage by water.

‡ Including an average detention of 8 hours per diem at Poona, till the hour of dispatch in the evening of the day of arrival.

BOMBAY GENERAL POST OFFICE—*continued.*

STATIONS.	Miles between each Station.	Average actual Time between each Station.	Average actual Rate per hour.			Time occupied from Bombay.		Distance from Bombay.
	MILES.	HOURS.	M.	F.	Y.	D.	H.	MILES.
MAILS BETWEEN BOMBAY AND BHOOJ:								
From Bombay to Tannah	24	7	3	3	27	0	7	24
Damaun	104	40	2	2	41	2	0	128
Surat	70	23	3	0	76	3	0	198
Broach	36	14	2	4	125	3	12	234
Baroda	50	13	3	6	169	4	2	284
Kaira	45	16	2	4	110	4	19	329
Bhooj	220	91	2	3	74⅓	8	14	549
MAILS FROM BOMBAY TO MHOW:								
Bombay to Tannah	24	7	3	3	27	0	7	24
Malligaon	157	49	3	1	14	2	8	181
Dhoolia	32	11	2	7	40	2	19	213
Mundlaiser	120	38	3	1	57	4	9	333
Mhow	34	11	3	0	160	4	20	369
SOUTHERN KONKAN DAK:								
Bombay to Dapoolee	* 95	51	1	6	202	2	3	* 95
Rutnageery	64	25	2	4	105	3	4	159
Malwan	75	46	1	5	9	5	2	234

* Inclusive of the distance by sea to Woolwa.

POONA POST OFFICE.

TABLE SHEWING THE USUAL TIME OCCUPIED BY THE DAK TO AND FROM POONA, FROM AN AVERAGE OF TEN SUCCESSIVE DAYS IN APRIL.

STATIONS.	Distance.	Average actual Time between each Station.		REMARKS.
	MILES.	D.	H.	
Aurungabad, *inward*....	146	1	7½	A—Detained on the dak route till the mail from Madras passes.
Ditto, *outward*.....	.....	1	9	
Ahmednuggur, *inward*..	72	0	16¾	
Ditto, *outward*.....	.....	0	17¼	B—Detained at Panwell till the Bombay mail passes.
Belgam, *inward*.....	213	A 3	0	
Ditto, *outward*.....	.....	2	10½	
Dapoolee, *inward*.....	170	B 3	15½	C—Detained till the Calcutta mail passes.
Ditto, *outward*.....	.....	2	19	
Dharwar, *inward*.....	268	2	18	D—Detained at Nagpoor till the Calcutta mail passes.
Gwalior, *inward*.....	.....	12	20½	
Hydrabad, *inward*.....	350	4	13	
Ditto, *outward*.....	.....	4	7½	E—Detained on the dak route till the mail from Madras passes.
Jaulna, *inward*.....	185	C 2	14¾	
Ditto, *outward*.....	.....	2	14	
Kamptee, *inward*.....	446	D 5	15¾	F—Detained at Ahmednuggur till the mail from Calcutta passes.
Kulladgee, *inward*.....	.....	E 3	15½	
Madras, *inward*.....	~~339~~ 335	7	13	
Malligaon, *inward*.....	183	F 2	9¾	G—Detained at Aurungabad till the Calcutta mail passes.
Ditto, *outward*.....	.....	1	21	
Mhow, *inward*.....	419	G 5	3¾	
Ditto. *outward*.....	.....	5	1¾	H—Detained till the Madras mail passes.
Mysore, *inward*.....	533	H 6	15¼	
Nagpoor, *inward*.....	431	4	16	I—Detained till the Madras mail passes.
Ditto, *outward*.....	.....	4	18¼	
Oossoor, *inward*.....	.....	6	9	K—Detained at Padegaon till the Madras mail passes.
Rajkot, *inward*.....	.....	8	22½	
Seringapatam, *inward*...	525	I 6	13½	
Sattara, *inward*.....	74	0	17¼	L—Detained at Panwell till the mail from Bombay passes.
Ditto, *outward*.....	.....	0	17½	
Sholapoor, *inward*.....	157	K 1	15½	M—Detained at Panwell till the mail from Bombay passes on to Poona.
Ditto, *outward*.....	.....	1	15	
Surat, *inward*.....	257	L 4	10¼	
Tannah, *inward*.....	90	M 1	21	

NEEMUCH POST OFFICE.

TABLE SHEWING THE RATE OF TRAVELLING, AND TIME OCCUPIED BY THE MAILS BETWEEN DIFFERENT STATIONS.

STATIONS.	Distance.	Average time occupied.		Average Rate of travelling per hour.	
	MILES.	D.	H.	M.	F.
Calcutta	1115	14	6	3	2
Cawnpoor	530	5	13	4	0
Agra	380	5	6	3	0
Gwalior	310	3	7	4	0
Mhow	162	1	15	4	1
Ajmeer	160	1	20	3	5
Pertaubghur	31	0	8	3	7.

MADRAS GENERAL POST OFFICE.

TABLE SHEWING THE RATE OF TRAVELLING, AND TIME OCCUPIED BY THE MAILS BETWEEN DIFFERENT STATIONS.

	STATIONS.	Distance.	Average of the total time of travelling.		Average Rate of travelling per hour.		
	Northerly.	MILES.	D.	H.	M.	F.	P.
From Madras to	Calcutta	1056	10	23	4	0	5
	Ganjam	673	6	11	4	2	29
	Chicacole	537	5	6	4	2	4
	Vizagapatam	481	4	15	4	2	26
	Rajamundry	363	3	8	4	4	12
	Ellore	309	2	19	4	4	36
	Masulipatam	297	2	18	4	4	0
	Guntoor	250	2	5	4	5	29
	Ongole	186	1	16	4	5	8
	Nellore	109	0	23	4	5	36

	Stations.	Distance.	Average of the total time of travelling.		Average Rate of travelling per hour.		
		MILES.	D.	H.	M.	F.	P.
From Madras to	*Southerly.*						
	Quilon	436	4	7	4	1	34
	Palliemcottah	382	3	15	4	3	5
	Madura	282	2	16	4	3	10
	Trichinopoly	202	1	22	4	3	5
	Tanjore	216	2	8	3	6	34
	Negapatam	190	2	3	3	5	32
	Combaconum	193	2	2	3	6	35
	Cuddalore	115	1	5	3	7	29
	Pondicherry	102	1	0	4	2	0
	Chingleput	35	0	8	4	3	0
	Westerly.						
	Bombay	835	9	5	3	6	9
	Poona	739	7	15	4	0	12
	Dharwar	497	4	17	4	3	7
	Hurryhur	410	3	20	4	3	26
	Chittledroog	359	3	10	4	3	1
	Cannanore	450	4	14	4	0	29
	Tellicherry	443	4	12	4	0	32
	Mysore	321	3	1	4	3	7
	Seringapatam	312	2	23	4	3	6
	Mangalore	436	4	10	4	0	36
	Nundydroog	260	2	12	4	2	26
	Bangalore	222	2	3	4	2	33
	Vellore	88	0	19	4	5	2
	Chittoor	105	0	23	4	4	21
	Arcot	76	0	16	4	6	0
	North-westerly.						
	Hydrabad	424	4	13	3	7	5
	Bellary	316	3	3	4	1	28
	Kurnool	294	2	20	4	2	23
	Gootty	263	2	16	4	0	35
	Cuddapa	171	1	16	4	2	8
	South-westerly.						
	Calicut	443	4	13	4	0	20
	Coimbatore	328	2	23	4	4	38
	Salem	221	2	1	4	4	3

Note.—The conveyance which travels between Madras and Tanjore, Combaconum, Cuddalore, and Pondicherry, as also on the greatest part of the road between Madras and Negapatam, is a dak and banghy conjointly.

RATES OF POSTAGE.

(*Government Advertisement.*)

THE HONORABLE THE GOVERNOR IN COUNCIL having been pleased to revise the existing Po-tage Rates, the following Table is published for general information, to have effect from the 1st proximo.

Rules for levying the Rates of Postage under this Presidency on Letters in whatever direction dispatched:

Under 30 miles on single letters 2 annas.
From 30 to 50 miles on single letters 3 annas.
From 50 to 80 miles on single letters 4 annas.
From 80 to 120 miles on single letters 5 annas.
From 120 to 170 miles on single letters 6 annas.
From 170 to 230 miles on single letters 7 annas.
From 230 to 300 miles on single letters 8 annas.
From 300 to 400 miles on single letters 9 annas.

And so on at the rate of one anna for every hundred miles after the first three hundred.

Newspapers will continue to be received as heretofore, as single letters, for transmission by Post, but all Registers, Pamphlets, Parcels of Law Papers, Vouchers, &c. will be charged for at the rate of a single letter for every four tolas weight.

By Order of the Honorable the Governor in Council.

Bombay General Post Office,
18th April, 1826.

R. SNOW,
Postmaster General.

TABLE EXHIBITING THE RATES OF POSTAGE BETWEEN THE PRINCIPAL POST OFFICES UNDER THE BOMBAY PRESIDENCY:

Ahmedabad	Ahmednuggur	Asseergurh	Aurungabad	Baroda	Baroch	Belgam	Bhewndy & Tanna	Bhooj	Bombay	Dapoolee	Damaun	Deesa	
RS. qr. rs													
0 2 50				Dharwar	0 2 50	0 3 0	0 2 50	0 3 0	0 2 0	0 3 25	0 2 0	0 1 50	0 1 75	0 2 75	
0 2 50				Dhoolia	0 2 0	0 0 75	0 1 50	0 1 75	0 2 50	0 2 25	0 2 0	0 2 0	0 2 0	0 1 50	
0 2 25	0 1 25			Kaira	0 2 0	0 2 0	0 2 25	0 1 50	0 2 50	0 2 50	0 2 75	0 1 50			
0 2 25	0 1 0	0 1 50		Maligaon	0 1 75	0 1 75	0 2 50	0 2 25	0 2 0	0 1 50	0 2 75	0 3 0	0 2 0		
0 1 0	0 2 25	0 2 25	0 2 25	Mhow	0 2 25	0 2 25	0 2 75	0 2 50	0 3 0	0 2 0					
0 1 25	0 2 0	0 2 0	0 2 0	Poona	0 2 75	0 1 75	0 1 0	0 1 50	0 2 0						
0 3 0	0 2 0	0 2 75	0 2 25	Rajkot	0 3 0	0 2 75	0 3 0	0 2 0							
0 2 25	0 1 50	0 2 0	0 1 75	Rutnageery	0 1 25	0 2 0	0 2 25								
0 1 75	0 3 0	0 2 75	0 2 75	Sattara	0 1 50	0 2 25									
0 2 25	0 1 50	0 2 25	0 1 75	Sholapoor	0 2 25										
0 2 50	0 1 75	0 2 25	0 2 0	Surat											
0 1 75	0 1 75	0 2 25	0 1 75	0 1 50	0 1 25	0 2 50	0 1 25	0 2 50	0 1 50	0 1 75	0 2 25	Dharwar	
0 1 25	0 2 75	0 2 50	0 2 50	0 1 50	0 1 75	0 3 25	0 2 50	0 1 75	0 2 50	0 2 75	0 2 50	0 3 25	Dhoolia
0 3 0	0 2 25	0 2 75	0 2 50	0 2 75	0 2 50	0 0 75	0 2 25	0 3 50	0 2 25	0 2 0	0 2 50	0 3 25	Kaira
0 2 25	0 1 50	0 1 25	0 1 25	0 2 0	0 1 75	0 2 50	0 1 75	0 2 75	0 1 75	0 2 0	0 1 75	0 2 50	Maligaon
0 0 50	0 2 25	0 2 25	0 2 25	0 0 75	0 1 25	0 3 0	0 2 0	0 1 75	0 2 25	0 2 50	0 1 75	0 1 50	Mhow
0 2 0	0 1 25	0 1 50	0 1 25	0 2 0	0 1 75	0 2 25	0 1 50	0 2 50	0 1 75	0 2 0	0 1 50	0 2 50	Poona
0 2 0	0 2 25	0 1 50	0 2 0	0 2 0	0 2 0	0 3 0	0 2 25	0 2 75	0 2 25	0 2 50	0 2 0	0 2 25	Rajkot
0 2 50	0 1 50	0 2 0	0 1 75	0 2 0	0 2 0	0 1 25	0 2 0	0 1 25	0 1 0	0 2 0	0 2 0	0 3 0	Rutnageery
0 2 50	0 1 50	0 2 25	0 2 0	0 2 50	0 2 25	0 1 50	0 1 50	0 3 0	0 1 50	0 1 0	0 2 0	0 2 75	Sattara
0 2 75	0 1 50	0 2 50	0 1 75	0 2 50	0 2 50	0 1 75	0 2 0	0 3 25	0 1 75	0 1 75	0 2 25	0 3 0	Sholapoor
0 1 50	0 2 0	0 2 0	0 1 75	0 1 25	0 0 75	0 2 50	0 1 50	0 2 25	0 1 75	0 2 0	0 2 0	0 2 0	Surat

TABLE

SHEWING THE RATES OF POSTAGE ON A SINGLE LETTER FROM BOMBAY TO DIFFERENT STATIONS UNDER THE PRESIDENCY OF BENGAL.

STATIONS.	Distance.	Postage.	STATIONS.	Distance.	Postage.
	MILES	RS. QR. RS.		MILES	RS. QR. RS.
Agra, via Poona and Mhow	917	0 3 75	Dinapoor-Patna, via Nagpoor and Allahabad	1224	1 0 50
Allahabad, via Poona, Mhow, and Saugor	1078	1 0 0	Ellichpoor, via Poona and Aurungabad	426	0 2 50
Allahabad, via Nagpoor	1074	1 0 0	Fyzabad or Oude	1090	1 0 0
Ballasore, via Hydrabad	1241	1 0 50	Gwalior, via Poona and Mhow	804	0 3 50
Baitool, via Nagpoor.	652	0 3 0	Hingolee, via Aurungabad	370	0 2 25
Banda, via Poona and Nagpoor	846	0 3 50	Hissar,	1149	1 0 25
Bareily, via Agra	920	0 3 75	Hurdwar,	1170	1 0 25
Barrackpoor, via Calcutta	1340	1 0 75	Hoossingabad, via Poona and Mhow	639	0 3 0
Benares, via Mhow and Kaunpoor	1156	1 0 25	Hydrabad, via Poona	440	0 2 50
Bhopal, via Poona and Mhow	642	0 3 0	Indore, via Poona or Baroda	504	0 2 75
Bhopalpoor, via Poona and Mhow	621	0 3 0	Juanpoor, via Mhow.	1078	1 0 0
Calcutta, via Nagpoor	1308	1 0 75	Jubulpoor, via Nagpoor	730	0 3 25
Caunpoor or Kaunpoor, via Poona and Mhow	946	0 3 75	Jaudpoor, via Baroda	492	0 2 50
Chanda, via Nagpoor.	660	0 3 0	Jeypoor, via Baroda, and Neemuch	750	0 3 25
Chatterpoor, via Poona and Mhow	825	0 3 50	Kotah, via Poona and Mhow	694	0 3 0
Chittagong, via Calcutta	....	1 2 0	Loodhiana, via Poona	1250	1 0 50
Cuttack, via Hydrabad	1026	1 0 0	Lucknow, via Poona, Mhow and Kaunpoor	996	0 3 75
Dacca, via Nagpoor.	1454	1 1 0	Mooradabad, via Poona and Agra	1052	1 0 0
Delhi, via Poona and Mhow	1057	1 0 0	Meerzapoor, via Poona and Nagpoor,	1008	1 0 0
Dinapoor-Patna, via Poona, Mhow and Benares	1240	1 0 50	Meerut, via Poona and Mhow	1100	1 0 0
			Midnapoor, via Nagpoor	1208	1 0 50

Stations.	Distance.	Postage.			Stations.	Distance.	Postage.		
	Miles	Rs.	qr.	rs.		Miles	Rs.	qr.	rs.
Mominabad or Amba-jogaee.....	256	0	2	0	Nusseerabad, (*Ajmeer*).....	795	0	3	25
Moorshedabad, via Poona, Nagpoor, and Calcutta.....	1442	1	1	0	Oojein, via Poona....	540	0	2	75
Muttra, via Poona and Mhow.....	945	0	3	75	Oomrowty, via Aurungabad.....	429	0	2	50
Nagpoor, via Poona	560	0	2	75	Raeepoor, via Nagpoor.....	742	0	3	25
Neemuch, via Baroda	520	0	2	75	Saugor, via Poona and Mhow.....	735	0	3	25
Neemuch, via Poona	648	0	3	0	Saugor, via Nagpoor and Hoosingabad..	845	0	3	50

Note.—The postage to such of the above places as the dak to which passes through Poona, is one anna less at Poona than at Bombay. At Ahmednuggur, Sholapoor, Seroor, Dhoolia, and Malligaon, the postage is two annas less than the Bombay rate. At Aurungabad three annas less. At Dharwar two annas more. At Baroda, Kaira, Ahmedabad, Sattara, and Dapoolee the same as at Bombay. At Surat, Deesa, and Rajkot one anna more: and at Bhooj two annas more.

TABLE

SHEWING THE RATE OF POSTAGE ON A SINGLE LETTER FROM BOMBAY TO DIFFERENT STATIONS UNDER THE PRESIDENCY OF MADRAS.

STATIONS.	Distance.	Postage.			STATIONS.	Distance.	Postage.		
	MILES	RS.	qr.	rs.		MILES	RS.	qr.	rs.
Allepee	890	0	3	50	Masulipatam	683	0	3	0
Anjengo	890	0	3	50	Mysore	630	0	3	0
Arcot	760	0	3	25	Negapatam	903	0	3	75
Bednore, via Dharwar	415	0	2	50	Nellore	740	0	3	25
Bangalore	614	0	3	0	Nundydroog	595	0	2	75
Bellary, via Poona and Dharwar	540	0	2	75	Nundeeal	591	0	2	75
Calicut	756	0	3	25	Pondicherry, via Madras	938	0	3	75
Cannanore	738	0	3	25	Palamcotta and Tinnevelly	935	0	3	75
Chicacole	892	0	3	50	Quilon	918	0	3	75
Chitteledroog	503	0	2	75	Rajamundry, via Hydrabad	686	0	3	0
Chittoor	746	0	3	25	Ramnad	905	0	3	75
Cochin	838	0	3	50	Ryacotta	688	0	3	0
Coimbatoor	730	0	3	25	Salim	802	0	3	50
Colar	660	0	3	0	Samulcotta	727	0	3	25
Compta	619	0	3	0	Sadasewghur	428	0	2	50
Corinja	780	0	3	25	Serah	538	0	2	75
Cuddalore, via Madras	950	0	3	75	Seringapatam	618	0	3	0
Cummum	625	0	3	0	Tanjore	855	0	3	50
Dindigul	816	0	3	50	Tellicherry	744	0	3	25
Ellore	622	0	3	0	Trichinopoly	883	0	3	50
Ganjam	1024	1	0	0	Travancore and Cochin	872	0	3	50
Guntoor	611	0	3	0	Tranquebar, via Madras	998	0	3	75
Hullial	354	0	2	25	Vellore	714	0	3	25
Hurryhur	434	0	2	50	Vizagapatam	840	0	3	50
Jaulna	294	0	2	0	Wallajabad	765	0	3	25
Kuddapa	670	0	3	0					
Kurnool	558	0	2	75					
Madras	836	0	3	50					
Madura	854	0	3	50					
Mangalore, via Poona and Chittledroog	680	0	3	0					

Note.—The Rate of Postage at the principal Stations under the Presidency of Bombay, to Places in this table (with the exception of Jaulna) is as follows: At Poona one anna less than at Bombay: from Sholapoor and Sattara two annas less: from Dharwar three annas less: from Seroor, Ahmednuggur, Dhoolia and Malligaon, the same rate as at Bombay: from Dapoolee one anna more: from Surat and Aurungabad two annas more: from Baroda, Ahmedabad and Kaira three annas more: from Mhow, Rajkot, Deesa, and Bhooj, four annas more than at Bombay.

ABSTRACT

OF THE

POST OFFICE REGULATIONS AT BOMBAY.

SECTION I.

General Rules.

1st.—Persons addressing the Postmaster General, or his Deputies at Out-stations, respecting any delay in the delivery of their letters, are requested to transmit at the same time the envelopes of such letters bearing Post Office Stamps, which specify the dates on which they were issued for delivery.

2nd.—No person except those attached to the Department can be admitted into the interior of a Post Office, or allowed of themselves to examine the records; all complaints, or applications for information, must be made to the head of the office in writing.

3rd.—No money, jewels, watches, trinkets, or valuables of any description are allowed to be transmitted either by Dak or Bangy, consequently the Post Office Department is not answerable for the loss of property so transmitted.

4th.—Letters or Packets, whether official or private, for transmission through the Post Office, when they exceed 25 tolas weight, will be sent by the Bangy if to the Deckan, unless where the immediate despatch of the Packet is of importance, in which case the officer transmitting it is required to superscribe the word "*Despatch*" on the envelope, which will occasion it to be forwarded by the letter mail.

5th.—When the number of letters received for transmission at one time may be such as would render the bulk or weight of the mail inconvenient, the Postmaster General, or his Deputies at Out-stations, are authorized to detain a proportion of them for one day only; but those on which the word "*Despatch*" is superscribed are not to be detained.

6th.—Newspapers must be folded up within the dimensions of 5 inches by 3, with short envelopes, and unaccompanied by any letter or writing beyond the usual address.

7th.—No Post Office Packet shall be opened between one Station and another, unless a competent authority be present, or under circumstances of an urgent public nature, in which case the officer who opens it must see it carefully closed again, and afterward address a letter to the Postmaster General, explaining the circumstances which occasioned the measure.

8th.—No Letter or Packet delivered into any Post Office shall be returned without an official application in writing from the writer of the letter, giving satisfactory reasons for requiring its return; it is however to be understood that the Postage will in no case be returned.

SECTION II.

Rules respecting Inland Postage.

1st.—All Letters bearing Postage addressed to persons at stations where there is a Post Office shall be paid for at the time of despatch, or on receipt, at the option of the person transmitting them.

2nd.—The charges of Inland Postage are to be levied agreeably to the following progressive scale for single letters:

For every distance not exceeding 30 miles 2 annas; for every further distance not exceeding 20 miles 1 anna additional; above 50 miles and not exceeding 80 miles 4 annas; above 80 and not exceeding 120 miles 5 annas; above 120 and not exceeding 170 miles 6 annas; above 170 and not exceeding 230 miles 7 annas; above 230 and not exceeding 300 miles 8 annas, after which the Postage encreases at the rate of one anna for every hundred miles.

A Single Letter not to exceed in weight 1 tola: a Double 2 tolas: a Treble 3 tolas: a Quadruple 4 tolas, and so on: the rate of postage on a Single Letter being added for every additional tola to the extent of 25 tolas, to which weight Inland Letters and Packets are limited.

3rd.—The rate of Postage of a Single Letter shall be levied on all Registers, Vouchers, Parcels of Law Papers, Newspapers or Pamphlets (subcribed as such) transmitted inland, not exceeding four tolas in weight; and the same charge shall be superadded on every additional four tolas as far as 25 tolas.

4th.—All Letters or Parcels, covering Company's paper, ought to be registered at the Post Office, and sealed in presence of the Postmaster General, or his Head Assistant.

5th.—The Postage marked on Letters must always in the first instance be paid, and persons thinking themselves overcharged will afterward obtain redress by a representation, officially, to the Postmaster General.

6th.—All Letters refused by the party to whom they are addressed, or where the party to whom they are addressed cannot be found, and all Ship Letters on which the Inland Postage has not been paid, should be returned to the office from whence they were despatched; and the writer or the person who brought them to the office should be required to pay postage both to and from the place of address.

7th.—Should the writer of a Returned Letter refuse to pay the Postage due on it, the Postmaster is authorized to detain all future Letters to such person's address until the demand in question shall be liquidated; the same rule is applicable on all other occasions of refusal to pay postage.

Note.—The indistinct manner in which persons sometimes address Letters lead to their being sent occasionally in a wrong direction. It cannot be expected that a Post Office Clerk can be acquainted with every place in India, and much less in Europe, it is therefore recommended on all occasions to add the name of the province or country in which a place is situated.—*Compiler.*

SECTION III.

Rules respecting Ship Letters.

1st.—The Superintendant of the Marine shall cause the earliest intimation to be given at the Post Office of the arrival of all Vessels from Europe, and he is particularly required to cause every attention to be paid to the early landing of their Packets, and delivery at the Post Office.

2nd.—The same Officer will also give early intimation of the departure of all Vessels to Europe, the Mauritius, Cape of Good Hope, St. Helena, South America, and all other parts of the world with which there is no inland communication.

3rd.—The same Officer will also transmit weekly a list of all ships in harbour whose destinations are known, specifying the probable time of their departure.

4th.—The boxes of letters for Europe, the Cape of Good Hope, Mauritius, and St. Helena, shall be forwarded to the office of the Superintendant of Marine, who will send them on board the departing vessel or vessels, obtain receipts for them, and transmit such receipts to the General Post Office.

5th.—Packets will be made up for transmission by every ship sailing from Bombay to Europe, the Mauritius, the Cape of Good Hope, St. Helena, and to any of our British Eastern possessions or elsewhere, with which there is no inland communication. When a Packet is opened for the receipt of Ship Letters the public will be informed thereof by an advertisement in the newspapers, and by a notice exposed to view at the General Post Office.

6th.—Letters for New South Wales will be forwarded by way of Calcutta, Madras, the Isle of France, or the Cape of Good Hope, agreeably to the superscription, when no opportunity offers of transmission direct from Bombay.

7th.—The Postmaster General shall, as soon as convenient after the arrival of a Vessel from Europe, publish a list of all parcels containing books, newspapers, &c. remaining at the Post Office, but will not forward the same by post unless expressly instructed to do so by the parties to whom they are addressed.

SECTION IV.

Rules respecting Bangy Postage.

The Regulations and Rates of Postage for the Bangy between Bombay and Poona are as follow:

1st.—All parcels containing newspapers, pamphlets, or printed papers of any kind, and certified as not containing any writings, with the person's name who forwards them superscribed on the envelope, will be received for transmission at the rate of 4 annas for every 10 tolas weight.

2nd.—A parcel under four pounds weight, not exceeding the cube of one foot, and not containing any of the papers, writing, &c. specified above, will be charged one rupee postage.

3rd.—For each pound exceeding four pounds weight an additional sum of two annas will be levied.

4th.—The Postmaster General shall as soon after the arrival of a ship from Europe as may be covenient publish a list of all parcels, &c. received by her remaining in the office, but will not forward the same without special instructions to that effect, from the parties to whom they are addressed. Parcels addressed to persons in the Deckan will be forwarded at the above rates of Bangy postage. The rate of postage to other parts of the Presidency will be levied agreeably to article 3rd, of section II.

5th.—The Bangy is despatched three times a week, respectively, from Bombay and Poona, viz. on Monday, Wednesday, and Friday.

6th.—The Department is not responsible for packages which may be lost or damaged, but should such accident occur every exertion will be made to recover the missing packet. During the rainy season parcels should be packed, and well secured, in wax cloth.

7th.—Any attempt made to pass contraband articles, or articles bearing duty, by Bangy, will subject the sender to the penalties enacted against such offences; and Postmasters are authorized to call on the party receiving parcels to open and exhibit the contents to them, when they have occasion to suspect fraudulent intentions.

Rules at the Public Buildings established for the Accommodation of Travellers between Panwell and Ahmednuggur.

1st.—A tax of two rupees for each family, or one rupee from each individual, per diem, is to be paid for the use of each Bungalow: this levy is to defray expence of sweepers, &c.

2nd.—In each Bungalow there are six chairs, two couches, and one table, travellers will be held responsible for any damage done to these articles during their stay.

3rd.—No person is to remain in any Bungalow more than three days, unless compelled to do so by sickness; and then he is not to exceed ten days, unless he cannot be moved without danger.

4th.—The first comer is entitled to the choice of rooms, but no individual is permitted to appropriate to himself more than one room, when the others are in demand.

5th.—Horses or cattle are not permitted within the Bungalow.

6th.—The person in charge at each Bungalow is instructed to assist travellers servants in procuring supplies, &c. for ready money.

7th.—A book is at each Bungalow, in which each traveller is requested to write his name, with remarks, if necessary, on the conduct of the person in charge, and the state of cleanliness in which it may be found.

8th.—The person in charge is ordered, on pain of dismission, to report for eventual representation to Government, deviations from these rules, either on the part of travellers or their domestics and followers, the master being held responsible for any infringement of them.

J. R. Snow,
Postmaster General.

John Clunes, *Dep. Postmaster, in charge of the Public Bungalows.*

SECTION V.

PRIVILEGE OF FRANKING.

I.—List of Public Functionaries, Officers, &c. whose Correspondence, public and private, is exempted from Postage throughout India.

The Secretary of State for Colonial Affairs.
The Secretary to the Treasury.
The President, Members and Secretary to the Right Honorable the Board of Commissioners for the Affairs of India.
The Chairman, Deputy Chairman, Directors, Secretary and Deputy Secretary of the Honorable the Court of Directors.
The Governor General.
The Bishop of Calcutta.
The Naval Commander in Chief.

II.—List of Public Functionaries, Officers and others, to whom the Privilege of Franking has been granted by this Government, and to whose address all Letters, public or private, pass free.

The Governor of Madras.
The Governor of Bombay.
The Chief Justice of the Supreme Court, Bombay.
The Members of Council at Bombay.
The Puisne Judges of the Supreme Court.
The Governors or Chiefs of Foreign European Settlements or Factories.

III.—All Letters superscribed "*Service*," to and from the following Officers, not Subordinates to this Presidency, pass free throughout this Presidency.

The Commander in Chief in India.
The Commander in Chief at Fort St. George.
Residents at Foreign Courts.
Political Agents to the Governor General.
The Adjutant General and Quarter Master General of His Majesty's Forces in India.
The Military Secretary to the Commander in Chief in India.
The Senior Officers of His Majesty's Navy at any Station.
The Postmasters General at Calcutta and Madras.
The Superintendants of Lotteries at Calcutta and Madras.
The Surveyor General of India.
His Majesty's Inspector of Hospitals.

IV.—All letters superscribed "*on the Service*" to and from the following Officers, pass free throughout this Presidency.

CIVIL DEPARTMENT.

*The Secretaries to Government.
*The Secretaries, Private or Military to the Honorable the Governor.
The Secretary to the Civil Fund.
Reporter General on External Commerce.
*Residents and Political Agents to Governments at Foreign Courts, and Assistants, when in charge of the Residency or Agency.
Commercial Residents.

Collectors of Sea Customs.
Revenue Collectors and Assistants in charge.
The Warehouse Keeper, and Deputy in his absence.
Accountant General, or Deputy in his absence.
Sub-Accountant General, in absence of the Deputy, and 1st Assistant when officiating as head of the office.
Civil Auditor, and Deputy in his absence.
Revenue and Judicial Accountant, or Deputy in his absence.
The Military and Commercial Accountants, or Deputies in their absence.
The Sub-Treasurer and General Paymaster.
The Civil and Marine Paymaster.
Suprintendent of Stamps.
Mint Master.
Assay Master corresponding with Collectors, and the Judge and Magistrate at Ahmedabad.
The Chief Judge and Puisne Judge of the Court of Sudder Adawlut, and Sudder Foujdarry Adawlut.
Zilla Judges.
Registers of Zilla and City Courts.
Reporter of Select Causes.
Statistical Reporters in the Deckan and Konkan.
Postmaster General, and his Deputy when in charge.
Deputies at subordinate Stations.
Deputy Surveyor General of India at Bombay.
The Opium Agent and his Deputy in Malwa
Native Pension Fund Committee.
All Temporary Committees.
The Letters of Vakeels of Native Princes, or Jageerdars, are franked by the Chief Civil or Military Authority where they reside.

ECCLESIASTICAL DEPARTMENT.

The Archdeacon.
Chaplains corresponding with the Archdeacon on ecclesiatical affairs, and with the General and Division Staff on public matters.
Secretaries to the following Societies, &c. viz.
Bombay Education Society.
Bombay Native School Society.
Bombay Auxiliary Bible Society.
Bombay Auxiliary Church Missionary Society.
Bombay District Committee for promoting Christian Knowledge.
The Charity for relief of Sodiers wives.

THE SUPREME COURT, &c.

The Register.
Advocate General.
The Sheriff of Bombay.
The Three Stipendiary Magistrates of Police.
The Clerk to the Crown.

MARINE DEPARTMENT.

The Superintendant of Marine.
The Secretary to the Marine Board.

The Master Attendant.

Post Captains, Commanders or Lieutenants commanding ships of war, frank the official letters of the Officers of the Navy and Royal Marines under them, also the private letters of the warrant and non-commissioned Officers and Seamen, and Royal Marines under their command.

The Storekeeper.

The Victualling contract Agent.

MEDICAL DEPARTMENT.

Secretary to the Medical Board.

Superintending Surgeons in correspondence with the Medical Board, Medical Officers under them, and His Majesty's Deputy Inspector of Hospitals.

His Majesty's Deputy Inspector of Hospitals with the Inspector at Calcutta, the Medical Board at Bombay, and all medical men under the Presidency.

The Medical Storekeeper, his correspondence with Medical Officers at outstations only.

Deputy Medical Storekeepers, in corresponding with the Medical Storekeeper, and all Medical Officers in their division.

Surgeons and Assistant Surgeons in charge of a regiment, troop, or detachment, with the Medical Board, and Medical Storekeeper.

Vaccinators corresponding with the Board, and with the Collector in the district they are employed in.

All Medical Officers, their official correspondence with the Medical Board, and the general, division, brigade, and regimental staff to which they belong.

MILITARY DEPARTMENT.

*General Officers on the Staff.

*Secretary to the Commander in Chief.

*Secretary to the Military Board.

*The Adjutant General of the army, or Deputy in his absence.

Deputies Adjutant General of division.

*Quarter Master General of the army or Deputy in his absence.

Assistants Quarter Master General of Division.

Deputy Assistants Quarter Master General, their correspondence with the head of their department and division staff.

*Auditor General, or Deputy in his absence.

Judge Advocate General.

Deputy Judge Advocate General.

*Commissary General.

Assistants Commissary General.

Sub-Assistants Commissary General, when in charge of an office.

Agents to the Commissary General, their correspondence with the head of the department.

Conductors, Sub-Conductors, and Native Agents, in charge of a detached branch of the office of the army and ordnance commissariat, frank their own letters to the officer of the department under whom they are immediately employed.

Commissary of Stores at the Presidency and Subordinates.

Chief Engineer.

All the Officers of the Corps of Engineers, their correspondence with the Chief Engineer, the Accountant General, the Inspecting Officer of Division, the Division and Brigade Staff, Collectors and Paymasters, where they are employed.

Infantry, or other officers employed superintending public works frank their letters to the Inspecting Officer in their division.

Agent for Clothing.

Secretary to the Clothing Board.

The Revenue Surveyor in Guzerat. Officers in charge of surveys, in correspondence with the Chief Engineer, Deputy Surveyor General at Bombay, the Officers in charge of the civil and military authority where he is employed, and the Commissary of Stores.

Barrack Masters corresponding with the Quarter Master General, Division and Brigade Staff.

*Town Major of Bombay.

Inspector of the Pension List with Brigade and Battalion, Staff and Pensioners.

Inspectors of Hill Forts, corresponding with the civil and military authorities in their range of controul, and the Native Officers in charge of forts.

Major of Brigade, King's troops.

Majors of Brigade fixed at stations.

Superintendants of bazars, Assistants in charge of bazars, and Officers in temporary charge of bazars, in correspondence with the civil authorities generally, and the staff officers of the division and brigade to which they belong.

Military Paymaster at Bombay.

Paymasters at subordinate stations.

Paymasters of Royal Regiments corresponding with the Military Paymaster and Military Accountant at the Presidency.

All Officers commanding posts, stations and detachments corresponding with heads of departments, the Secretaries to the Military Board and Military Fund, Military Secretaries to the Honorable the Governor, and Commander in Chief, the Commanding Officer of their own regiments, the Division and Brigade Staff to which they belong on subjects of a public nature.

All Public Officers at subordinate stations in corresponding with the head of their department at the Presidency.

Officers absent from their stations on leave of absence, sick certificate, or on duty, should send their official letters, not addressed to officers named in the foregoing paragraph, to the Adjutant General to be franked, or to the chief station staff where they may happen to be.

All letters from or to non-commissioned officers or privates in His Majesty's army and navy, from or to European non-commissioned officers and privates in the Honorable Company's marine and military services, or from or to non-commissioned officers or privates of the Native Infantry, and Golundauze Corps, shall pass free of Postage; but in order to prevent any abuse of this indulgence, no letters from the above description of persons shall be exempted from Postage, unless they bear on the envelope, the official signa-

ture of their respective Commanding Officers.—Public Lascars and Dooly Bearers to be considered as entitled to the same privilege.

The letters of Patients in the European General Hospital to be franked by the Surgeon in charge.

The Officers with an asterisk (*) prefixed to their designation in this List, have the privilege of corresponding in a private form, on affairs unquestionably of a public nature.

It is expected that no officer will abuse the indulgence thus afforded to them of obtaining information on their official affairs in a private form, which is sometimes more convenient to them than the prescribed forms of office. And the Honorable the Governor in Council relies upon the Heads of Offices to whom this privilege is granted, repressing any attempt at evasion of Postage on private communications in such a manner as shall discourage repetition of the liberty taken with them.

These Letters should be superscribed "Private Service."

5th.—All Officers acting under a superior, to superscribe with their signature the words "By Order." This applies to Secretaries to Boards, &c. and Majors of Brigade.

6th.—Postmasters and Post Office Writers will exact Postage on all Letters franked by Officers not included in this List, or in which the prescribed from of address has not been attended to.

7th.—Any Officer, whether civil or military, not having the privilege of franking, who may have occasion to address letters, the Postage on which is chargeable to Government, may be indemnified on a representation of the case to the Postmaster General or Deputy Postmasters of Stations, or at his option he may charge the amount of postage in his pay abstract, forwarding as a voucher, a list of the letters, specifying the address and dates of despatch for which reimbursement is claimed.

8th.—In the case of a person not privileged to frank letters, having occasion to address a public officer on subjects connected with his Majesty's or the Honorable Company's Services, not having in view his own individual benefit, and there being no officer at hand to frank his letter, it shall pass free of postage on his making a declaration in writing on the envelope to the following effect, attested by his signature:

"*I declare that the contents under this cover are on the Public Service solely.*"

9th.—When a public officer under Government shall have occasion to correspond with individuals on the subject of transmitting bills of exchange, promissory notes, receipts, or any other description of government securities, &c. the public officer forwarding the letters shall, in such cases, superscribe on the envelope with his official signature, the words "*bearing Postage.*" And when, *vice versa*, such letters are addressed by an individual to a public officer, the Postage shall be received from the person delivering the letter at the Post Office.

10th.—All letters from subordinate officers to their respective Boards are to be addressed to the Board, and not to the Secretary, who is however to frank all letters from the Board in the form before directed, and all letters to the other public officers are to be addressed to the head of the office, and not to any subordinate officer in it.

11th.—There being reason to believe that officers privileged sometimes

frank packets containing native letters, among which are Sahookars letters, without the Officer so franking being aware of it, it is particularly recommended to Officers in such cases to ascertain whether the contents of packets brought to them to frank, are, *bona fide*, of the description on which Government remits the Postage. The Deputy Postmasters, and Post Office Writers, are instructed to demand that the sender, or receiver of packets, open and shew the contents when they have information, or have reason to believe, that the indulgence of Government has been abused.

Note.—This List has been prepared by a Committee, but should any officers discover that the mention of them has been inadvertently omitted, they are requested to send the authority under which they claim the privilege of franking, to the Postmaster General, who, upon being satisfied that it has been granted to them, will cause the necessary corrections to be made in the reprints of this List in the Code of Post Office Regulations.

RATES OF HIRE, &c.

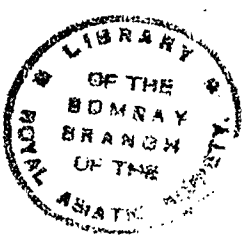

TABLE I.

Usual Rates of Hire by the Trip of Hamals, Cattle, &c. in the Deccan.

Stations.	Ahmednuggur.								Dhoolia.				Poona.						Sattara.				Sholapoor.	
	Days allowed for the journey.	Cart with one pair of bullocks.	Hamals and Bangymen.		Coolies.		Tattoos.		Hamals and Bangymen.		Coolies.		Days allowed for the journey.	Cart with one pair of bullocks.	Hamals and Bangymen.		Coolies.		Tattoos.		Pack bullocks.		Hamals and Bangymen.		Coolies.		Tattoos.		Pack bullocks.		Tattoos.		Pack bullocks.	
	A.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	A.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.
Ahmednuggur	-	-	-	-	-	-	-	-	6	0	4	0	5	8	4	0	A.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.
Asseergurh	20	15	0	7	8	5	0	8	2	6	4	6	8	5	0	-	-	-	-	6	10	0	3	0	2	0	3	0	2	8	5	0	4	8	6	0	4	8	5	10	4	15
Amba-jogaee	12	9	0	4	8	3	0	4	14	3	12	-	-	-	-	-	-	-	-	50	0	15	0	-	-	13	0	11	0	14	12	11	8	17	8	11	8	-	-	-	-
Aurungabad	8	6	0	3	0	2	0	3	4	2	8	5	8	4	0	5	8	4	0	12	30	0	10	0	5	0	9	0	8	0	8	0	6	0	9	8	6	4	4	12	3	12
Bankoot	14	10	8	5	4	3	8	5	8	4	6	12	20	0	7	4	4	4	5	4	8	12	6	12	10	4	7	0	9	6	7	15	-	-	-	-	-	-	-	-
Belgam	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	2	8	3	8	3	0	3	8	3	0	4	8	3	0	-	-	-	-	-	-	-	-	-	-
Bhewndy	16	12	0	6	0	4	0	6	8	5	0	7	8	5	0	7	8	6	0	18	-	-	10	0	-	-	9	0	5	8	6	8	5	4	7	12	5	4	6	12	5	10
Dapoolee	8	6	0	3	0	2	0	3	4	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	0	5	8	8	4	5	8	-	-	-	-
Dharwar	26	19	8	9	8	6	8	10	6	8	2	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	3	0	2	12	4	0	2	12	-	-	-	-
Dhoolia	14	10	8	5	4	3	8	5	8	4	6	-	-	-	-	-	-	-	-	19	-	-	-	-	11	4	6	12	11	4	8	0	10	8	8	8	12	0	8	8	8	0	7	0
Ellichpoor	26	19	8	9	8	6	8	10	6	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	12	9	4	14	0	9	4	-	-	-	-
Jaulna	12	9	0	4	8	3	0	4	14	3	12	-	-	-	-	-	-	-	-	45	0	12	0	-	-	16	0	7	0	16	0	13	0	19	0	13	0	-	-	-	-
Kopergaon	6	4	8	2	4	1	8	2	7	1	14	6	8	5	0	6	8	5	0	14	30	0	8	8	5	0	8	8	6	0	9	8	7	8	11	4	7	8	7	8	6	4
Malligaon	10	7	8	3	12	2	8	4	1	3	2	4	0	2	8	3	8	2	8	-	-	-	-	-	-	-	-	-	-	8	4	6	8	9	12	6	8	9	6	7	13
Malwan	20	15	0	7	8	5	0	8	2	6	4	1	8	1	0	1	8	1	0	13	30	0	8	0	4	8	7	12	5	4	10	8	8	4	12	8	8	4	16	6	14	0
Mhow	26	19	8	9	8	6	8	10	6	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nagpoor	34	25	8	12	12	8	8	13	13	10	10	8	8	7	0	8	8	7	0	-	-	-	22	8	-	-	21	0	13	0	16	4	13	0	19	8	13	0	-	-	-	-
Nasik	9	6	12	3	6	2	4	3	10	2	13	4	8	3	8	4	8	3	8	80	0	25	0	-	-	21	0	15	0	19	4	15	8	23	4	15	8	18	12	15	10
Oomrowty	25	18	12	9	6	6	4	10	2	7	13	-	-	-	-	-	-	-	-	9	25	0	5	4	3	4	5	12	3	12	7	12	6	4	9	4	6	4	11	4	9	6
Panwell	-	12	0	6	0	4	0	6	8	5	0	9	8	7	0	8	8	7	0	-	-	-	-	-	-	-	-	-	-	5	0	5	8	6	8	5	8	-	-	-	-
Punderpoor	12	9	0	4	8	3	0	4	14	3	12	-	-	-	-	-	-	-	-	5	12	0	3	0	1	12	3	0	2	0	-	-	-	-	-	-	-	-	9	9	8	0
Rutnageery	16	12	0	6	0	4	0	6	8	5	0	-	-	-	-	-	-	-	-	10	25	0	5	8	3	4	5	8	4	0	3	12	3	0	4	8	3	4	1	11	1	8
Sattara	12	9	0	4	8	3	0	4	14	3	12	-	-	-	-	-	-	-	-	11	-	-	8	0	-	-	7	0	7	0	4	8	3	12	5	8	3	12	-	-	-	-
Seroor	3	2	4	1	8	0	12	1	7	1	0	7	8	6	0	7	8	6	0	5	12	0	2	12	1	12	2	12	2	0	-	-	-	-	-	-	-	-	5	10	4	11
Sholapoor	14	10	8	5	4	3	8	5	11	4	6	11	8	8	0	10	8	8	0	3	-	-	1	8	1	0	1	8	1	4	3	12	3	8	4	8	3	8	7	8	6	4
Surat	40	30	0	15	0	10	0	16	4	12	8	6	8	6	0	6	8	6	0	11	30	0	6	12	4	0	6	12	4	12	5	8	4	8	6	8	4	8	-	-	-	-
																				-	-	-	-	-	-	-	-	-	-	13	8	10	12	16	4	10	12	14	1	11	12

A Bullock should carry 160lbs. of any article, and every three bullocks should have one driver.

Two Tattoos should be accompanied by one driver.

A Cooly should carry 18 quart bottles of liquor, or 50lbs. of any other article.

By the Poona Bazar Regulations, if the journey occupies a greater number of days than is marked in the column of days (A.) the fare is entitled for each day over as follows. A Hamal 5 annas per diem: each Tattoo 6 annas: each Bullock 2½ annas: and a Cooly 4 annas.

Carts are seldom procurable to go long journies in the Deccan, so that it is difficult to determine the usual, or average rate of hire. Twelve rupees between Poona and Panwell includes cooly hire up or down the ghât.

Camels are occasionally to be hired, but the rate depends upon the wants of the traveller and camel driver. For short journies I have been in the habit of paying a rupee a day in the dry, and about 1½ rupees in the rainy season.

In every military bazar there are Mokudums, separately over each class of persons, whose duty it is, on being applied to, to afford assistance from his class. These Mokudums are remunerated by the person to whom he is serviceable, by an established fee for each Hamal, Cooly, Cart, Camel, Tattoo, or Bullock he provides.

The Rates in this Table are for the dry season: a proportionate advance, seemingly, about 15 per cent, is demanded during the wet season.

It should however be understood, that as people cannot be compelled to engage at these rates, so travellers may engage carriages, cattle or people, as much under them as they can.

TABLE II.

Usual Rates of Hire in Gujerat of Carts, Hamals, Carriages, Tattoos, &c.

Stations.	Ahmedabad.						Baroda.								Broach.						Surat.									
	Cart with one pair of bullocks.		Hamals and bamboo coolies.		Pack bullocks		Cart with one pair of bullocks.		Hamals and bamboo coolies.		Coolies.		Tattoos.		Pack bullocks		Cart with one pair of bullocks.		Hamals and bamboo coolies.		Coolies.		Cart with one pair of bullocks.		Hamals and bamboo coolies.		Coolies.		Tattoos.		Bullocks Pack	
	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.
Ahmedabad	10	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	8	9	8	7	4	18	0	12	0	10	0	-	-	13	0
Baroda	10	0	2	12	4	0	-	-	-	-	-	-	-	-	-	-	5	0	4	0	3	0	10	0	7	0	5	8	-	-	8	0
Broach	18	0	4	4	7	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0	3	0	2	8	-	-	4	0
Bombay	-	-	-	-	-	-	-	-	4	0	3	0	5	0	2	0	-	-	15	0	14	8	-	-	12	3	10	0	-	-	12	0
Cambay	6	0	2	4	4	0	6	0	-	-	-	-	-	-	-	-	-	-	5	0	3	0	14	0	9	0	6	0	-	-	10	0
Jumbooseer	15	0	3	8	6	0	4	0	3	0	2	4	5	0	1	4	3	0	2	0	2	0	8	0	6	0	5	0	-	-	7	0
Kaira	2	0	0	12	-	-	-	-	-	-	-	-	-	-	-	-	10	0	8	0	6	0	16	0	11	0	9	0	-	-	12	0
Malligaon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	0	12	0	10	0	-	-	13	0
Rajkot	-	-	-	-	-	-	30	0	-	-	9	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	0
Surat	22	0	5	12	8	8	9	0	7	0	5	0	8	0	3	2	5	0	3	0	2	8	-	-	-	-	-	-	-	-	-	-
Tankaira Bunder	17	0	3	8	6	0	5	0	4	0	3	0	5	0	2	0	4	0	3	0	2	8	-	-	-	-	-	-	-	-	6	0

TABLE III.

USUAL RATES OF HIRE PER MONTH OF ARTIFICERS, COOLIES, &C. AT THE PRINCIPAL MILITARY STATIONS.

DESCRIPTION OF ARTIFICERS.	BARODA.		KAIRA.		MALLI-GAON		MHOW.		POONA.		RAJKOT.		SURAT.	
	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.	RS.	AS.
Basket or Matmaker	10	0	7	8	10	0	6	1½	10	0	-	-	7	8
Blacksmith *Maistry*	15	0	15	0	15	0	-	-	15	0	22	8	10 to 15	0
Blacksmith	12	0	7	8	10	12	-	-	10	0	15	0	8	0
Blacksmith Hammerman	7	8	6	0	10	12	-	-	10	0	13	0	9	0
Blacksmith Bellows boy	5	0	5	0	6	0	-	-	5	10	9	0	7	8
Bricklayer *Maistry*	15	0	15	0	15	0	11	4	15	0	15	0	15	0
Bricklayer	12	0	10	0	10	0	9	6	10	0	12	0	9¾ to 12	0
Carpenter *Maistry*	15	0	15	0	15	0	-	-	15	0	22	8	15	0
Carpenter	12	0	10	0	10	0	11	4	10	0	15	0	9¾ to 12	0
Chupperbund *Maistry*	10	0	7	8	-	-	7	8	15	0	14	0	7	8
Chupperbund	7	3	6	0	-	-	4	10	10	0	12	0	6	0
Hamall *Mokudum*	10	0	9	0	9	0	-	-	B		13	0	8	0
Hamall	8	0	7	0	7	8	-	-	7	8	10	0	6	0
Horsekeeper	8	0	6	0	8	0	-	-	7	0	8 to 9	0	6 to 10	0
Labourer *Man*	7	0	5	0	6	0	-	-	5	10	7	8	4	14
Labourer *Woman*	4	0	3	0	4	0	-	-	3	12	5	10	3	6
Labourer *Boy*	2	12	2	12	4	0	-	-	3	12	5	10	3	6
Labourer *Girl*	2	12	2	8	-	-	-	-	3	0	-	-	2	10
Painter Oil	12	0	12	0	-	-	-	-	15	0	15	0	7	8
Potter or Tilemaker	12	0	7	8	-	-	-	-	10	0	15	0	7	8
Sawyer	7	8	12	0	25	0	-	-	30	0	12	0	24	8
Shoemaker or Chuckler	10	0	7	8	10	12	-	-	10	0	15	0	7	8
Stonecutter 1*st Class*	15	0	12	0	15	0	-	-	15	0	15	0	25	0
Stonecutter 2*nd Class*	12	0	10	0	-	-	-	-	11	4	12	0	7	8
Tailor 1*st Class*	15	0	10	0	15	0	9	6	15	0	15	0	7	8
Tailor 2*nd Class*	12	0	7	8	9	0	7	8	10	0	10	0	7	8
Weaver	-	-	6	0	-	-	-	-	-	-	-	-	-	-

Artificers, in general, work by the month or day, there are however many instances in which they do not.

Basket or Matmakers work oftener by the number of baskets or cubits square of mat; and the price allowed on these articles admits of them earning a fair compensation.

At Poona (B) the Mokudum who is employed to procure hamals, or the Choudry who brings artisans or workmen (there being a Choudry over each class) is entitled to an established fee for each person he provides.

Bricklayers and Chupperbunds often contract for their labour, the first by the measure of length called a brass, the latter by the cent square cubits in the superfices.

There are few good Oil Painters to be met with, but they usually work by the day.

Tiles are purchased in most places by the thousand; and the price is as remarkably different as the quality of the materials. At Poona 3¼ to 4 rupees is the price per 1000; while at Panwell very far superior tiles are purchased for 1½ to 1¾ rupees per 1000.

Sawyers are of all castes, and work in all ways, agreeably to the local usage of their class.

Stonecutters usually work by the cubit, and the roughness or fineness of the work determines the price.

The Weaver, who is only to be found in towns or cities, is paid by a per centage on the value of his goods.

These tables are prepared in rupees and annas, whereof sixteen annas go to the rupee, or four annas to the quarter rupee.—Though this is not the money of account at the Presidency, it is nevertheless the best suited to Tables which apply to stations throughout the territories adjacent to, and connected with it.

TABLE IV.

ESTIMATE OF THE EXPENCE OF A DAK LAID FROM POONA OR PANWELL:

	RS.	AS.
Tuligaon, 2 days at 5 annas per diem.....	7	2
Wulwun, 4 Ditto.....	15	0
Khalapoor, 6 Ditto.....	22	2
Panwell, 8 Ditto.....	30	0
If a Bangyman to each set, additional.....	6	1
If with a Mausal to each set.....	6	1
Muckadum's fees.....	3	0
Total Rupees.	90	2

Note.—Oil not included.

POSTED BEARERS:

Posts or stations are divided into distances of 18 miles, or as nearly so as possible, and for each stage 12 Hamals are required; that is for moderate sized travellers, and each Hamal is entitled to 5 annas for every day he may be absent, whether he carries or not.

Hamals once posted and recalled to receive at the rate of 5 annas for every day they may be absent.

One gentleman taking up another's Dak, is to pay for two days, namely, the day he is carried, and another to return; but if he delays the people longer of course they must be paid at the rate of five annas for every day so detained.

Gentlemen travelling with a couple of light baskets of cloth, a Bangyman to each set will be required, whose pay is the same as that of a Hamal.

Hamals cannot be compelled to carry bundles or boxes and work with the Palanqueen also, nor are they to be compelled to carry lanthorns or other lights.

(signed) W. D. ROBERTSON,
Sup. Bazars, P. D. A.

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